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**SECTION 16 PLANNING APPLICATION**

**PROPOSED TEMPORARY HEAVY GOODS VEHICLE PARK, OPEN STORAGE OF  
CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES  
FOR A PERIOD OF 3 YEARS IN “VILLAGE TYPE DEVELOPMENT” ZONE,**

**LOT 2336 (PART) IN D.D. 130  
NAI WAI, TUEN MUN, NEW TERRITORIES**

**PLANNING STATEMENT**

Applicant

**New Trend Management Limited**

Consultancy Team

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

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## EXECUTIVE SUMMARY

- The applicant seeks planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131) (the Ordinance) to use Lot 2336 (Part) in D.D. 130, Nai Wai, Tuen Mun, New Territories (the Site) for ‘**Proposed Temporary Heavy Goods Vehicle Park, Open Storage of Construction Materials and Machinery with Ancillary Facilities for a Period of 3 Years**’ (the proposed development).
- The Site falls within an area zoned “Village Type Development” (“V”) on the Approved Lam Tei and Yick Yuen Outline Zoning Plan (OZP) No. S/TM-LTY/12. The Site occupies an area of 4,596 m<sup>2</sup> (about). Two single-storey structures are proposed at the Site for site office, washroom and meter room uses with total gross floor area (GFA) of 27 m<sup>2</sup> (about). The remaining area is reserved for heavy goods vehicle park, open storage of construction materials and machinery, vehicle parking and loading/unloading (L/UL) spaces and circulation area.
- The Site is accessible from Shun Tat Street via a local access. The operation hours of the proposed development are Monday to Saturday from 09:00 to 18:00. No operation on Sunday and public holidays.
- Justifications for the proposed development are as follows:
  - the applicant’s original premises is affected by land resumption for the development of the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA);
  - the applicant has previously spent effort in identifying suitable sites for relocation;
  - the applied use is the same as the applicant’s original premises;
  - no significant adverse impact is anticipated from the proposed development; and
  - the proposed development is only on a temporary basis, approval of the application on a temporary basis would not frustrate the long-term planning intention of the “V” zone.
- Details of development parameters are as follows:

<b>Application Site Area</b>	4,596 m <sup>2</sup> (about)
<b>Covered Area</b>	27 m <sup>2</sup> (about)
<b>Uncovered Area</b>	4,569 m <sup>2</sup> (about)
<b>Plot Ratio</b>	
	0.006 (about)
<b>Site Coverage</b>	
	0.6% (about)
<b>Number of Structure</b>	
	2
<b>Total GFA</b>	
- Domestic GFA	Not applicable
- Non-Domestic GFA	27 m <sup>2</sup> (about)
<b>Building Height</b>	
	3 m (about)
<b>No. of Storey</b>	
	1

行政摘要 (內文如與英文版本有任何差異，應以英文版本為準)

- 申請人現根據《城市規劃條例》(第 131 章)第 16 條，向城市規劃委員會提交有關新界屯門泥圍丈量約份第 130 約地段第 2336 號 (部分) 的規劃申請，於上述地點作「擬議臨時重型貨車停車場、露天存放建築材料和機械連附屬設施 (為期 3 年)」(擬議發展)。
- 申請地點所在的地區在《藍地及亦園分區計劃大綱核准圖編號 S/TM-LTY/12》上劃為「鄉村式發展」地帶。申請地盤面積為 4,596 平方米 (約)，申請地點將設有 2 座單層構築物作場地辦公室、洗手間及電錶房用途。構築物的總樓面面積合共為 27 平方米 (約)，申請地點的其餘地方將預留作重型貨車停車場、露天存放建築材料和機械空間、車輛停泊和上/落貨位及流轉空間。
- 申請地點可從順達街經一條地區道路前往。擬議發展的作業時間為星期一至六上午九時至下午六時，星期日及公眾假期休息。
- 擬議發展的申請理據如下：
  - 申請人原來的經營處所受到洪水橋/廈村新發展區收地影響；
  - 申請人先前已曾經致力尋找合適的搬遷地點；
  - 申請用途與申請人先前受影響的發展場地用途一致；
  - 擬議發展不會對周邊地區帶來重大負面影響；及
  - 擬議發展只屬臨時性質，批出規劃許可則不會影響「鄉村式發展」地帶的長遠規劃意向。
- 擬議發展的詳情發展參數如下：

申請地盤面積：	4,596 平方米 (約)
上蓋總面積：	27 平方米 (約)
露天地方面積：	4,569 平方米 (約)
地積比率：	0.006 (約)
上蓋覆蓋率：	0.6% (約)
樓宇數目：	2 座
總樓面面積	27 平方米 (約)
住用總樓面面積：	不適用
非住用總樓面面積：	27 平方米 (約)
構築物高度：	3 米 (約)
構築物層數：	1 層

## 1. INTRODUCTION

### *Background*

- 1.1 **R-riches Property Consultants Limited** has been commissioned by **New Trend Management Limited**<sup>1</sup> (the applicant) to make submission on their behalf to the Town Planning Board (the Board) under S.16 of the Ordinance in respect to *Lot 2336 (Part) in D.D. 130, Nai Wai, Tuen Mun, New Territories* (the Site) (**Plans 1 to 3**).
- 1.2 The applicant would like to use the Site for '**Proposed Temporary Heavy Goods Vehicle Park, Open Storage of Construction Materials and Machinery with Ancillary Facilities for a Period of 3 Years**' (the proposed development). The Site currently falls within an area zoned "Village Type Development" ("V") on the Approved Lam Tei and Yick Yuen Outline Zoning Plan (OZP) No. S/TM-LTY/12 (**Plan 2**). According to the Notes of the OZP, the applied uses are not column one nor two uses within the "V" zone, which require planning permission from the Board.
- 1.3 In support of the proposal, a set of indicative development plans and drawings are provided with the planning statement (**Plans 1 to 13**). Assessments to mitigate potential adverse impacts will be submitted, if required, at a later stage for the consideration of relevant Government Bureaux/Departments and members of the Board.

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<sup>1</sup> The applicant is authorized by **Cheung Chun Delivery Service Limited 張進運輸有限公司 (Tenant A)** and **Keung Kee Cargo Services Company 強記儲運 (Tenant B)** (the affected business operators) to facilitate the relocation of the existing affected business premises in Hung Shui Kiu.

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## 2. JUSTIFICATIONS

To facilitate the relocation of the applicant’s business premises affected by HSK/HT NDA

- 2.1 The current application is intended to facilitate the relocation of the affected business premises in Hung Shui Kiu due to land resumption and to pave way for the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA) project (**Plan 4**). Details of the affected business operators are shown at **Table 1** below:

**Table 1** – Details of the Affected Business Operators

Tenant	Tenant A	Tenant B
<b>Name of Tenant</b>	Cheung Chun Delivery Service Limited	Keung Kee Cargo Services Company
<b>Site Location</b>	Lots 2964, 2965 and 2969 S.B RP in D.D. 124, Hung Shui Kiu, New Territories <i>(Reverted to Government on 31.08.2024 under G.N. 3102)</i>	Lots 1683 and 1684 S.A in D.D. 125, Hung Shui Kiu, New Territories <i>(Partially reverted to Government on 31.08.2024 under G.N. 3103, the remaining portion now known as Lots 1683 RP and 1684 S.A RP in D.D. 125)</i>
<b>Site Area</b>	1,680 m <sup>2</sup>	1,561 m <sup>2</sup>
<b>Nature of Business Operation</b>	Parking of Heavy Goods Vehicles (HGV)	Storage of Construction Materials and Machinery

- 2.2 The affected premises currently fall within areas zoned “Residential (Group A)2”, “V” and “Open Space” on the Approved Hung Shui Kiu and Ha Tsuen OZP No.: S/HSK/2 (**Plan 5**). According to the implementation programme, the affected premises fall within the land resumption limit for the second phase development of the HSK/HT NDA. The business premises of Tenant A and a portion of that of Tenant B have already been resumed by the Government in August 2024 (**Plan 6** and **Appendix I**). Therefore, the applicant desperately needs to identify a suitable site to relocate the business operations of the tenants.

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

- 2.3 Whilst the applicant has spent effort to relocate the affected premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership or accessibility (**Appendix II** and **Plan 7**). After a lengthy site-searching process, the Site was identified for relocation as it is hard-paved, generally flat, in close proximity to the original premises and easily accessible by public roads.

*Applied uses are the same as the applicant's original premises*

- 2.4 The proposed development involves the operation of an HGV park and an open storage of construction materials and machinery with ancillary facilities to support the daily operation of the Site. The applied uses are the same as the affected businesses. Details of the original premises are shown at **Table 2** below:

**Table 2** – Differences between the Original Premises and the Site

	<b>Original Premises (a)</b>	<b>The Site (b)</b>	<b>Difference (b) – (a)</b>
<b>Tenant A</b>	1,680 m <sup>2</sup>	2,139 m <sup>2</sup>	+459 m <sup>2</sup> , +27%
<b>Tenant B</b>	1,561 m <sup>2</sup>	1,224 m <sup>2</sup>	-337 m <sup>2</sup> , -21%
<b>Total of Tenants A &amp; B</b>	<b>3,241 m<sup>2</sup></b>	<b>3,363 m<sup>2</sup></b>	<b>+122 m<sup>2</sup>, +4%</b>
<b>Vehicular access</b>	-	1,233 m <sup>2</sup>	-
<b>Total</b>	-	<b>4,596 m<sup>2</sup></b>	-

- 2.5 The Site is mostly uncovered (i.e. 4,569 m<sup>2</sup>, 99.4% of the Site) and is designated for parking of HGV, open storage use, vehicle parking and L/UL spaces, and circulation area, in order to support the daily operation of the Site. A substantial amount of circulation space is reserved at the Site in order to increase the Site's overall efficiency, as well as to minimize the potential adverse traffic impacts to the surrounding road network.

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

- 2.6 Although the Site falls within area zoned "V" on the Approved Lam Tei and Yick Yuen OZP No. S/TM-LTY/12, the Site has been left idle without any known plan for Small House development. Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "V" zone and would better utilize deserted land in the New Territories.
- 2.7 Despite the fact that the proposed development is not in line with the planning intention of the "V" zone, the special background of the applicant being the affected operators under the HSK/HT NDA project should be considered on its individual merit, of which the approval of the current application would therefore not set an undesirable precedent for the "V" zone.

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

- 2.8 The surrounding areas of the Site are considered to be predominately in semi-rural character comprising unused/vacant land, open storage of containers, vehicle park, wholesale trade and temporary structures for storage use. The proposed development is considered not incompatible with surrounding land uses. Upon



approval of the current application, the applicant will make effort in complying with approval conditions in relation to fire services and drainage aspects, so as to minimize potential adverse impacts arisen from the proposed development.

### **3. SITE CONTEXT**

#### *Site Location*

- 3.1 The Site is located approximately 160 m south of Shun Tat Street; 1.0 km east of Light Rail Nai Wai Stop; 9.0 km south of Shenzhen Bay Border Control Point (BCP); 2.8 km south of the original premises of Tenant A; and 5.4 km south of the original premises of Tenant B.

#### *Accessibility*

- 3.2 The Site is accessible from Shun Tat Street via a local access (**Plan 1**).

#### *Existing Site Condition*

- 3.3 The Site is currently vacant, fenced off, hard-paved with concrete and generally flat (**Plans 1, 3 and 9**).
- 3.4 The Site has been occupied by brownfield operations such as warehouses since the early-1990s. With reference to the aerial photos taken by the Survey and Mapping Office, Lands Department, warehouse and storage activities had been in existence at the Site before the first publication in the Gazette of the notice of the Lam Tei and Yick Yuen Development Permission Area Plan No. DPA/TM-LTY/1 on 18.06.1993, and such operations have been continued since then (**Plan 9**).

#### *Surrounding Area*

- 3.5 The Site is mainly surrounded by unused/vacant land, public roads, open storage of containers, vehicle park, wholesale trade and temporary structures for storage use (**Plans 1, 3 and 9**).
- 3.6 To its immediate north is a site for open storage of container. To its further north is the Richtree Villas and Shun Tat Street.
- 3.7 To its immediate east are some unused land, temporary structures for storage use, open storage of containers and a wholesale trade with planning permission (No. A/TM-LTY/448).
- 3.8 To its immediate south are a warehouse and an open storage yard. To its further south are some residential dwellings.
- 3.9 To its immediate west is a vehicle park. To its further west are some village houses in Nai Wai.

#### 4. PLANNING CONTEXT

##### *Zoning of the Site*

- 4.1 The Site falls within an area zoned "V" on the Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYT/12 (**Plan 2**). According to the Notes of the OZP, the applied uses are not column one nor two uses within the "V" zone, which require planning permission from the Board.

##### *Planning Intention*

- 4.2 The planning intention of the "V" zone is *to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects.*

##### *Previous Application*

- 4.3 The Site is not subject of any previous application for the applied uses.

##### *Similar Application*

- 4.4 There is a similar application (No. A/TM-LTYT/467) for 'public vehicle park (excluding container vehicles)' within the "V" zone on the OZP approved by the Board in 2024.

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

- 4.5 The Site falls within **Category 4 area**, *which are areas with ponds or wetland or with extensive vegetation or close to environmentally or ecologically sensitive areas; areas which are mostly used for residential purpose or proposed for such purposes, areas near existing major village settlements or areas subject to extremely high flooding risk. Applications for open storage and port back-up uses in Category 4 areas would normally be rejected except under exceptional circumstances. For applications on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant), and subject to no adverse departmental comments and local objections, 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 application, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. The intention is however to encourage the phasing out of such non-conforming uses as early as possible. Planning permission for a maximum period of 3 years may be allowed for an applicant to identify suitable sites for relocation. Application for renewal of approval will be assessed on its individual merits.*

- 4.6 Despite the Site falls within Category 4 area of the *TPB PG-No. 13G (Plan 8)*, the proposed development is not in the vicinity of ponds or wetland or with extensive vegetation or close to environmentally or ecologically sensitive areas. Besides, the proposed development would not generate significant adverse impacts on the surrounding areas. Meanwhile, the affected premises will be resumed by the Government to facilitate the development of the HSK/HT NDA, approval of the current application is in line with *TPB PG-No. 13G* and would not set an undesirable precedent within the Category 4 area. It should be considered on its individual merits given the special background of the applicant.

#### *Land Status of the Site*

- 4.7 The Site consists of a private lot, i.e. *Lot 2336 (Part) in D.D. 130*, with private land area of 4,596 m<sup>2</sup> (about) of Old Schedule Lots held under Block Government Lease (**Plan 3**).
- 4.8 Given that there is restriction on the erection of structures without prior approval from the Government, the applicant will submit application for Short Term Waiver (STW) to the Lands Department to make way for the erection of the proposed structure at the Site after planning approval has been obtained from the Board. No structure is proposed for domestic use.

## 5. DEVELOPMENT PROPOSAL

### Development Details

- 5.1 The Site consists of an area of 4,596 m<sup>2</sup> (about). Details of development parameters are shown at **Table 3** below:

**Table 3** – Development Parameters

<b>Site Area</b>	4,596 m <sup>2</sup> (about)
<b>Covered Area</b>	27 m <sup>2</sup> (about)
<b>Uncovered Area</b>	4,569 m <sup>2</sup> (about)
<b>Plot Ratio</b>	
	0.006 (about)
<b>Site Coverage</b>	
	0.6% (about)
<b>Number of Structure</b>	
	2
<b>Total GFA</b>	
- Domestic GFA	Not applicable
- Non-Domestic GFA	27 m <sup>2</sup> (about)
<b>Building Height</b>	
	3 m (about)
<b>No. of Storey</b>	
	1

- 5.2 2 single-storey structures are proposed at the Site for site office, washroom and meter room uses with total GFA of 27 m<sup>2</sup> (about), the remaining open area is reserved for heavy goods vehicle park, open storage of construction materials and machinery, vehicle parking and L/UL spaces, and circulation area (**Plans 10** and **11**). Details of the structure are shown at **Table 4** below:

**Table 4** – Details of Proposed Structures

Structure	Use	Covered Area	GFA	Building Height
B1	Meter Room	9 m <sup>2</sup>	9 m <sup>2</sup>	3 m (1-storey)
B2	Site Office, Washroom	18 m <sup>2</sup>	18 m <sup>2</sup>	
<b>Total</b>		<b>27 m<sup>2</sup> (about)</b>	<b>27 m<sup>2</sup> (about)</b>	-

### Operation Mode

- 5.3 The Site is designated for parking of 20 nos. of HGVs (Tenant A) and open storage of construction materials (i.e. bricks, tiles, panel, beams, rod etc.) and machinery (i.e. elevated platform, excavator, digger, crane, forklift, generator etc.) (Tenant B), which are the same as the original business premises. Operation hours are Monday to Saturday from 09:00 to 18:00. There is no operation on Sunday and public holidays.

5.4 It is estimated that the Site would be able to accommodate not more than 5 staff. The site office is intended to provide indoor workspace for staff to support the daily operation of the proposed development. As no shopfront is proposed at the Site, visitor is not anticipated at the Site.

#### Minimal Traffic Impact

5.5 The Site is accessible from Shun Tat Street via a local access (**Plan 1**). A 9 m (about) wide ingress/egress is provided at the northeastern part of the Site. Apart from the 20 nos. of HGV parking spaces for Tenant A, 2 private car parking spaces and 1 container vehicle L/UL space are proposed for Tenant B's operational need (**Plans 10 and 11**). Details of the parking and L/UL space provision are shown at **Table 5** below:

**Table 5 – Provision of Parking and L/UL Spaces**

Type of Space	No. of Space
Parking Space for HGV - 3.5 m (W) x 11 m (L)	20
Parking Space for Private Car (PC) - 2.5 m (W) x 5 m (L)	2
Type of Space	No. of Space
L/UL Space for Container Vehicle (CV) - 3.5 m (W) x 16 m (L)	1

5.6 Sufficient space is provided for vehicle to manoeuvre smoothly within the Site to ensure that no vehicle will be allowed to queue back to or reverse onto/from the Site to the public road (**Plans 12 and 13**). Staff will be deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian safety. Delivery of construction materials and machinery will be conducted during non-peak hours. The breakdown of estimated trip generation/attraction of the proposed development is provided at **Table 6** below:

**Table 6 – Estimated Trip Generation/Attraction**

Time Period	Trip Generation and Attraction						
	PC		CV		HGV		2-Way
	In	Out	In	Out	In	Out	Total
Trips at <u>AM peak</u> per hour (09:00 – 10:00)	2	0	0	0	0	0	2
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	0	2	0	0	0	0	2
Average trip per hour (10:00 – 18:00)	1	1	1	1	3	3	10

- 5.7 As the numbers of vehicular trips generated and attracted by the proposed development are minimal, adverse traffic impact to the surrounding road network should not be anticipated.
- 5.8 In order to ensure pedestrian safety and avoid road safety hazard, staff will be deployed at the site ingress/egress and along the local access during the transportation. Besides, 'BEWARE OF HEAD ON TRAFFIC' and 'BEWARE OF PEDESTRIAN' signs will be shown at the site ingress/egress. With the implementation of the above traffic management measures, it is expected that the adverse impact on the local traffic and pedestrian safety will be minimal.

#### *Minimal Environmental Impact*

- 5.9 The applicant will strictly follow the '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' issued by the Environmental Protection Department (EPD) to minimize adverse environmental impacts and nuisance to the surrounding areas. The applicant will also comply with all environmental protection/pollution control ordinances, i.e. *Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance* etc. at all times during the planning approval period.
- 5.10 During the construction stage, the applicant will follow the good practices stated in *Professional Persons Environment Consultative Committee Practice Notes (ProPECC PN) 2/23* to minimize the impact on the water quality of nearby watercourse. Surface run-off from the construction phase will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be maintained, and the deposited silt and grit will be removed on a regular basis, at the start and end of each rainstorm, to ensure that these facilities are always operational.
- 5.11 For the operation of the proposed development, the applicant will implement good practices under *ProPECC PN 1/23* when designing on-site drainage and septic tank and soakaway systems with the Site. Licensed collectors will be employed by the applicant to collect and dispose of sewage regularly, and the location of portable toilets are located away from the watercourse in the vicinity.
- 5.12 2.5 m high solid metal fencing will be erected along the site boundary to minimize noise nuisance to the surrounding area. The boundary wall will be installed properly by a licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on the boundary wall. In addition, maintenance will be conducted by the applicant on a regular basis.

### *Minimal Landscape Impact*

- 5.13 The Site is entirely hard-paved. No old and valuable tree or protected species has been identified at the Site. With a view to mitigating the potential landscape impact arising from the proposed development, a 2 m landscape buffer along the western and northern periphery of the Site is proposed by the applicant.

### *Minimal Drainage Impact*

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

### *Fire Safety Aspect*

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



## 6. CONCLUSION

- 6.1 The current application is intended to facilitate the relocation of affected business premises due to land resumption and to pave way for the smooth clearance of land for the implementation of the HSK/HT NDA project. Whilst the applicant attempted to relocate their premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable. Since the applied uses are the same as the affected business premises, approval of the application could facilitate relocation prior to land resumption, thereby minimize the impact on the implementation programme of the HSK/HT NDA development.
- 6.2 Although the Site is not in line with the long-term planning intention of the "V" zone, the Site has been left idle without plans for Small House development. Hence, approval of the application on a temporary basis would not frustrate the long-term planning intention of "V" zone and better utilize deserted land in the New Territories.
- 6.3 The Site is also surrounded by unused/vacant land, open storage of containers, vehicle park, wholesale trade and temporary structures for storage use, and is closely connected to nearby road network; the proposed development is considered not incompatible with the surrounding areas. Despite the Site falls within Category 4 area of the *TPB PG-No. 13G*, given that the application's special background to facilitate the delivery of the HSK/HT NDA project, approval of the application would not set an undesirable precedent within the "V" zone and Category 4 area, and should be considered on its own merits.
- 6.4 The proposed development will not create significant nuisance to surrounding areas. Adequate mitigation measures will be provided, i.e. submission of drainage, FSI proposals etc., to mitigate any adverse impact arising from the proposed development. The applicant will strictly follow the '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' by EPD to minimize all possible environmental impacts on the nearby sensitive receivers.
- 6.5 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Heavy Goods Vehicle Park and Open Storage of Construction Materials and Machinery with Ancillary Facilities for a Period of 3 Years**'.

**R-riches Property Consultants Limited**  
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