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**SECTION 16 PLANNING APPLICATION**

**PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS,  
CONSTRUCTION MACHINERIES AND VEHICLES WITH ANCILLARY FACILITIES  
FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND,  
FILLING OF POND AND EXCAVATION OF LAND IN “GREEN BELT” ZONE  
AND AREA SHOWN AS ‘ROAD’**

**VARIOUS LOTS IN D.D.125 AND ADJOINING GOVERNMENT LAND,  
HA TSUEN, YUEN LONG, NEW TERRITORIES**

**PLANNING STATEMENT**

Applicant

**First Champion Limited**

Consultancy Team

Planning Consultant: **R-riches Property Consultants Limited**  
Traffic Consultant: **Ozzo Technology (HK) Limited**  
Landscape Consultant: **Landes Limited**

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## EXECUTIVE SUMMARY

- The applicant seeks planning permission from the Town Planning Board under Section 16 of the Town Planning Ordinance (Cap. 131) to use *Various Lots in D.D. 125 and Adjoining Government Land (GL), Ha Tsuen, Yuen Long, New Territories* (the Site) for **‘Proposed Temporary Open Storage of Construction Materials, Construction Machineries and Vehicles with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land, Filling of Pond and Excavation of Land’** (the proposed development).
- The area of the Site is 41,569 m<sup>2</sup> (about), including 5,568 m<sup>2</sup> (about) of Government Land (GL). Majority of the Site falls within an area zoned as “Green Belt” (“GB”) on the Approved Ha Tsuen Fringe Outline Zoning Plan (OZP) No. S/YL-HTF/12, while a minor portion of the Site falls within area shown as ‘Road’ on the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2. 7 two-storey structures are proposed at the Site for site offices, washrooms and meter rooms with total GFA of 1,512 m<sup>2</sup> (about), the remaining area are designated for open storage of construction materials, construction machineries and vehicles and parking, loading/unloading (L/UL) spaces and circulation area.
- The Site is accessible from Kong Sham Western Highway via a local access and a proposed road. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. No operation on Sunday and public holiday.
- Justifications for the proposed development are as follows:
  - The applicant’s original premises are affected by the development of Hung Shui Kiu/Ha Tsuen (HSK/HT) New Development Area (NDA).
  - The applicant has spent effort in identifying suitable site for relocation.
  - The applied use is the same as the affected businesses in HSK.
  - The proposed development is not incompatible with surrounding land uses.
  - The proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the “GB” zone.
- Details of development parameters are as follows:

<b>Application Site Area</b>	41,569 m <sup>2</sup> (about), including 5,568 m <sup>2</sup> (about)
<b>Covered Area</b>	756 m <sup>2</sup> (about)
<b>Uncovered Area</b>	40,813 m <sup>2</sup> (about)
<b>Plot Ratio</b>	
	0.04 (about)
<b>Site Coverage</b>	
	1.8% (about)
<b>Number of Structure</b>	
	7
<b>Total GFA</b>	
- Domestic GFA	Not applicable
- Non-Domestic GFA	1,512 m <sup>2</sup> (about)
<b>Building Height</b>	
	7 m (about)
<b>No. of Storey</b>	
	2

行政摘要 (內文如與英文版本有任何差異，應以英文版本為準)

- 申請人現根據《城市規劃條例》(第 131 章)第 16 條，向城市規劃委員會提交有關新界元朗廈村丈量約份第 125 約多個地段及毗鄰政府土地的規劃申請，於上述地段作擬議臨時露天存放建築材料、建築機械及車輛連附屬設施 (為期 3 年) 及相關填土、填塘及挖土工程。
- 申請地盤面積為 41,569 平方米 (約)，包括 5,568 平方米 (約) 的政府土地。申請地點大部分的地區在《廈村邊緣分區計劃大綱核准圖編號 S/YL-HTF/12》上劃為「綠化地帶」用途地帶，而少部分的地區在《洪水橋及廈村分區計劃大綱圖編號 S/HSK/2》上劃為「道路」的地方。申請地點將設有 7 座兩層高的構築物作辦公室、洗手間及電錶房，構築物的總樓面面積合共為 1,512 平方米 (約)，其餘地方將預留作露天存放建築材料、建築機械及車輛、停車位、上/落貨位及流轉空間。
- 申請地點可從廣深西部公路經一條小路及一條擬議道路前往。擬議發展的作業時間為星期一至六上午九時至下午七時，星期日及公眾假期休息。
- 擬議發展的申請理據如下：
  - 申請人原來的經營處所受到政府洪水橋/廈村新發展區發展影響。
  - 申請人致力尋找合適的搬遷地點。
  - 擬議發展與申請人在洪水橋受影響處所的用途一致。
  - 擬議發展與周邊地方的用途並非不協調。
  - 擬議發展屬臨時性質，不會影響「綠化地帶」用途地帶的長遠規劃意向。
- 擬議發展的詳情發展參數如下：

申請地盤面積：	41,569 平方米 (約) (包括 5,568 平方米 (約) 的政府土地)
上蓋總面積：	756 平方米 (約)
露天地方面積：	40,813 平方米 (約)
地積比率：	0.04 (約)
上蓋覆蓋率：	1.8% (約)
樓宇數目：	7 座
總樓面面積	1,512 平方米 (約)
住用總樓面面積：	不適用
非住用總樓面面積：	1,512 平方米 (約)
構築物高度：	7 米 (約)
構築物層數：	2 層

## 1) INTRODUCTION

### *Background*

- 1.2 **R-riches Property Consultants Limited** has been commissioned by *First Champion Limited* (the applicant) to make submission on its behalf to the Town Planning Board (the Board) under the Section (S.) 16 of the *Town Planning Ordinance (Cap. 131)*(the Ordinance) in respect to *Lots 1366 (Part), 1373, 1374, 1375, 1376, 1377, 1378 (Part),1380 (Part), 1381, 1382 (Part), 1383, 1384, 1385, 1386, 1387 (Part), 1389, 1390 (Part), 1391 (Part), 1392 (Part), 1393 (Part), 1395 (Part), 1396, 1397 (Part), 1398 S.A, 1398 S.B, 1399 S.A (Part), 1399 S.B (Part), 1401 (Part), 1402, 1403, 1414, 1415 and 1417 in D.D. 125 and adjoining GL, Ha Tsuen, Yuen Long, New Territories* (the Site)(**Plans 1 to 3**).
- 1.2 The applicant seeks to use the Site for ‘**Proposed Temporary Open Storage of Construction Materials, Construction Machineries and Vehicles with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land, Filling of Pond and Excavation of Land**’ (proposed development). Majority of the Site currently falls within an area zoned as “GB” on the Approved Ha Tsuen Fringe OZP No. S/YL-HTF/12, while a minor portion of the Site falls within area shown as ‘Road’ on the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 (**Plan 2**). According to the Notes of the OZP, ‘Open Storage’ is not a column 1 nor 2 use within the “GB” zone, which requires planning permission from the Board. Furthermore, filling of land, filling of pond and excavation of land within “GB” zone also required 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 12**). Furthermore, a set of assessments, i.e. traffic impact assessment (TIA), tree preservation and landscape proposal (TLP), drainage impact assessment (DIA) and fire service installations (FSIs) proposal have been submitted to demonstrate that the proposed development will not induce significant adverse impacts to the surrounding area through providing adequate protection and mitigation measures (**Appendices I to IV**).

## **2) JUSTIFICATIONS**

### *Affected by the Implementation of HSK/HT NDA*

- 2.1 The current application is intended to facilitate the relocation of the applicant’s affected business premises in Hung Shui Kiu due to land resumption to pave way for the development of HSK/HT NDA (**Plans 4 to 6**). The applicant had been operating their open storage businesses in Hung Shui Kiu since the early 1990s. The applicant’s original premises currently falls within area zoned as “Commercial (Group 1), “Commercial (Group 2)”, “Open Space”, “Other Specified Uses” annotated “Mixed Uses”, “Government, Institution or Community” and “Industrial” zones and area shown as ‘Road’ on the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/2 (**Plan 5**).
- 2.2 According to the implementation program of the development of HSK/HT NDA, the applicant’s premises fall within sites under the ‘*Second Phase Development*’ (**Plan 6**). As the land where the premises will be developed for commercial, residential, and industrial uses upon completion of the HSK/HT NDA, the concerned parcel of land will be resumed and reverted to the Government in late 2023. Therefore, the applicant desperately needs to identify a suitable site for relocation to continue its business operation.

### *Applicant’s Effort in Identifying Suitable Site for Relocation*

- 2.3 Whilst the applicant has spent effort to relocate these premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership, accessibility or site area being too small/big (**Appendix V and Plan 7**). After a lengthy site search process, the Site was identified for relocation due to close proximity to Kong Sham Western Highway, as well as it is only located at approximately 2.3km from the original premises in Hung Shui Kiu (**Plan 1, 4 and 5**).

### *Applied Use Is the Same as the Affected Business in Hung Shui Kiu*

- 2.4 The proposed development involves of open storage (construction materials, construction machineries and vehicles) with ancillary facilities (i.e. site office, washroom and meter room) to support the daily operation of the Site. The applied use is the same as the affected business premises in HSK. The area of the Site (i.e. about 41,569 m<sup>2</sup>, -18%) is smaller than the applicant’s original premises in Hung Shui Kiu which will be resumed and reverted to the Government (i.e. about 50,551m<sup>2</sup>). (**Plans 4 to 6**).

### *The Proposed Development is Intended to Comprehensively Relocate the Applicant’s Original Premises into a Single Site for Better Management*

- 2.5 Although the Site area is smaller than the original premises in Hung Shui Kiu, the proposed

relocation would allow the applicant to consolidate all the open storage operations into a single site for more efficient use of space and holistic operation management. The Site is located 150m (about) west of the Kong Sham Western Highway which is an ideal location to support the open storage industry. The strategic location of the Site would result in cost savings by reducing transportation costs for frequent deliveries and improving the overall open storage industry. Approval of the application would reduce trips generation and attraction during the operation, hence, adverse traffic impact to the surrounding road networks should not be anticipated.

- 2.6 The proposed site office will also allow the applicant to attract more business clients, which will subsequently generate employment opportunities and economic benefits for the New Territories while also better utilizing precious land resources. The applicant will strictly follow the proposed scheme, and no further expansion is anticipated during the planning approval period.

*The Proposed Development is Not Incompatible with Surrounding Land Use*

- 2.7 The Site is currently vacant and occupied by some vacant temporary structures. The proposed use is considered not incompatible with surrounding land uses which is dominated by open storage yards, logistics centre and warehouse uses across Kong Sham Western Highway. The proposed development is considered not incompatible with its surrounding land use and will not create adverse impacts to the surrounding area.

*Approval of the Application Would Not Frustrate the Long-Term Planning Intention of the “GB” zone*

- 2.8 Although the Site falls within area zoned as “GB” on the Approved Ha Tsuen Fringe OZP No. S/YL-HTF/12, the proposed development is intended to facilitate the relocation of the affected business premises in Hung Shui Kiu due to land resumption to pave way for the development of HSK/HT NDA. The special background of the application should be considered on its individual merit, which approval of the current application on a temporary basis would not frustrate the long-term planning intention of the “GB” zone and would better utilize deserted land in the New Territories. Upon approval of the planning application, the applicant will make effort in complying with approval conditions related to fire service and drainage aspects, to minimize potential adverse impact arisen from the proposed development.



### 3) SITE CONTEXT

#### *Site Location*

- 3.1 The Site is in close vicinity of the Kong Sham Western Highway. It is located at approximately about 150m west of the Kong Sham Western Highway; 2.2km (about) east of the Tin Shui Wai Station; 2.3km (about) north from the original premises and 3.1km (about) south of the Tuen Mun Station (**Plan 1**).

#### *Accessibility*

- 3.2 The Site is divided into two portions, i.e. northern and southern portions. The northern portion is accessible from Kong Sham Western Highway via a local access and a proposed road (**Plan 1** and **Appendix I**). The southern portion is accessible from Kong Sham Western Highway via a local access (**Plan 1**).

#### *Existing Site Condition*

- 3.3 The northern portion of the Site is sloping from the south to the north. The southern portion of the Site is generally flat and partially fenced off. Both portions of the Site are occupied by vacant structures, vacant land covered by vegetation and some hard-paved areas. The site levels of the Site vary from +17.9mPD to +29.1mPD (about) (**Plans 3 and 8**).

#### *Surrounding Area*

- 3.4 The Site is mainly surrounded by open storage yards, temporary structures for warehouses, vacant/unused land covered by vegetation, land areas covered by hard-paving and woodland (**Plans 3 and 8**).
- 3.5 To its immediate north are some vacant land covered by vegetation and Kong Sham Western Highway. To its further north across Kong Sham Western Highway are some open storage yards, site occupied by temporary structures and vacant land.
- 3.6 To its immediate east are some agricultural land and fishponds. To its further east are area occupied by graves and woodland.
- 3.7 To its immediate south is Ling To Tsz. To its further south are land covered by vegetation and woodland.
- 3.8 To its immediate and further west are vacant land covered by vegetations and woodland.

#### **4) PLANNING CONTEXT**

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

- 4.1 Majority of the Site (about i.e. 41,561 m<sup>2</sup>) falls within area zoned as “GB” on the Approved Ha Tsuen Fringe OZP No. S/YL-HTF/12, while a minor portion of the Site (i.e. about 8 m<sup>2</sup>) falls within area shown as ‘Road’ on the Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 (**Plan 2**). According to the Notes of the OZP, ‘Open Storage’ is not a column 1 nor 2 use within the “GB” zone, which requires planning permission from the Board.

##### *Planning Intention*

- 4.2 This planning intention of the subject “GB” zone is *primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.*
- 4.3 Although the proposed development is not in line with planning intention of the “GB” zone, the special background of the application should be considered on individual merit. Approval of the application on a temporary basis would not frustrate the long term planning intention of the “GB” zone. Upon approval of the planning application, the applicant will make effort in complying with approval conditions related to fire service and drainage aspects, to minimize potential adverse impact arisen from the proposed development.

##### *Filling of Land/Pond and Excavation of Land Restrictions*

- 4.4 According to the Remarks of the subject “GB” zone, *any **filling of land/pond or excavation of land**, including that to effect a change of use of any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works coordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the Ha Tsuen Interim Development Permission Area Plan without permission from the Town Planning Board under section 16 of the Town Planning Ordinance.*

##### *Previous Application*

- 4.5 There is no previously approved S.16 application in respect of the Site.

##### *Similar Application*

- 4.6 There is no similar approved application for ‘open storage’ within the same “GB” zone.

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

- 4.7 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 of 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 a permission for a maximum period of 3 years may be allowed for an applicant to identify suitable sites for relocation. Application for renewal will be assessed on its individual merits.*
- 4.8 Although the Site falls within category 4 area of the TPB PG-No. 13G (**Plan 9**), adequate technical assessments have been provided by the applicant to demonstrate that the proposed development would not generate adverse traffic, drainage, landscape and fire safety impacts on the surrounding areas. In addition, the original premises will be resumed by the Government to facilitate the implementation of HSK/HT NDA, approval of the current application would not set undesirable precedent within the subject category 4 area and should be considered on an individual merit given its special background of the Site.
- 4.9 The applicant has also spent effort to relocate its premises to a number of alternative sites in New Territories (**Appendix I**). After a lengthy site search process, the Site is considered suitable for relocation of the applicant's original premises as significant adverse impact to the surrounding area is not anticipated from the proposed development (as stated at chapter 5 of this statement).

*Land Status*

- 4.10 The Site falls on *Lots 1366 (Part), 1373, 1374, 1375, 1376, 1377, 1378 (Part), 1380 (Part), 1381, 1382 (Part), 1383, 1384, 1385, 1386, 1387 (Part), 1389, 1390 (Part), 1391 (Part), 1392 (Part), 1393 (Part), 1395 (Part), 1396, 1397 (Part), 1398 S.A, 1398 S.B, 1399 S.A (Part), 1399 S.B (Part), 1401 (Part), 1402, 1403, 1414, 1415 and 1417 in D.D. 125 with total land area of 36,001m<sup>2</sup> (i.e. Old Schedule Lots held under the Block Government Lease) (Plan 3). The subject private lots are owned by Tso Tong, individuals and companies. The remaining area, i.e. 5,568m<sup>2</sup> (about) falls on GL. The ownership details are provided at **Table 1** below:*

**Table 1 - Land Ownership of the Private Land Portion of the Site**

Private Lot in D.D. 125		Ownership
1	1366*	TANG Ying Po Tso
2	1373	Ling To Tsz Management Limited
3	1374	Ling To Monastery
4	1375	Ling To Tsz Management Limited
5	1376	Ling To Monastery
6	1377	Ling To Tsz Management Limited
7	1378*	TANG Tai Choa Tso
8	1380	Ling To Monastery
9	1381*	TANG Tai Choa Tso
10	1382*	
11	1383*	
12	1384*	
13	1385*	
14	1386*	
15	1387	Ling To Monastery
16	1389*	TANG Tai Choa Tso
17	1390*	
18	1391*	
19	1392*	
20	1393*	TANG Tsui Lok Tso
21	1395	Ling To Monastery
22	1396*	TANG Sz Lok Tso
23	1397	Ling To Monastery
24	1398 S.A	Ling To Tsz Management Limited
25	1398 S.B	
26	1399 S.A	
27	1399 S.B	
28	1401*	TANG Ying Po Tso
29	1402*	TANG Shau Shing Tso
30	1403	Ling To Tsz Management Limited CHAN Kit Chuen Chan Kit To
31	1414*	TANG To Ting Tso
32	1415	Ling To Tsz Management Limited
33	1417*	TANG To Ting Tso

\*Owned by Tso Tong

- 4.11 Since there is the restriction that no structure is allowed to be erected at the Site without the prior approval of the Government, the applicant will submit Short Term Waiver (STW) and Short Term Tenancy (STT) applications to Lands Department to make way for erection of the

proposed structures and occupation of GL at the Site respectively. No structure is proposed for domestic use.

## 5) DEVELOPMENT PROPOSAL

### Development Details

5.1 The Site is 41,569 m<sup>2</sup> (about), including 5,568 m<sup>2</sup> (about) of GL (**Plan 3**). Details of development parameters are shown at **Table 2** below.

**Table 2 - Major Development Parameters**

<b>Application Site Area</b>	41,569 m <sup>2</sup> (about), including 5,568 m <sup>2</sup> of GL (about)
<b>Covered Area</b>	756 m <sup>2</sup> (about)
<b>Uncovered Area</b>	40,813 m <sup>2</sup> (about)
<b>Plot Ratio</b>	0.04 (about)
<b>Site Coverage</b>	1.8 % (about)
<b>Number of Structure</b>	7
<b>Total GFA</b>	1,512 m <sup>2</sup> (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	1,512 m <sup>2</sup> (about)
<b>Building Height</b>	7 m (about)
<b>No. of Storey</b>	2

5.2 A total of 7 two-storey structures are proposed at the Site for site offices, washrooms and meter rooms with total GFA of 1,512 m<sup>2</sup> (about), the remaining area is reserved for open storage of construction materials, construction machineries and vehicles, parking, L/UL spaces and circulation area (**Plan 11**). Details of structures are shown at **Table 3** below:

**Table 3 – Details of Structures**

Structure	Use	Covered Area	Gross Floor Area	Building Height
B1	Site Office, Washroom and Meter Room	108m <sup>2</sup> (about)	216m <sup>2</sup> (about)	7m (about) 2-Storey
B2	Site Office, Washroom and Meter Room	108m <sup>2</sup> (about)	216m <sup>2</sup> (about)	7m (about) 2-Storey
B3	Site Office, Washroom and Meter Room	108m <sup>2</sup> (about)	216m <sup>2</sup> (about)	7m (about) 2-Storey
B4	Site Office, Washroom and Meter Room	108m <sup>2</sup> (about)	216m <sup>2</sup> (about)	7m (about) 2-Storey
B5	Site Office, Washroom and Meter Room	108m <sup>2</sup> (about)	216m <sup>2</sup> (about)	7m (about) 2-Storey
B6	Site Office, Washroom and Meter Room	108m <sup>2</sup> (about)	216m <sup>2</sup> (about)	7m (about) 2-Storey

B7	Site Office, Washroom and Meter Room	108m <sup>2</sup> (about)	216m <sup>2</sup> (about)	7m (about) 2-Storey
<b>Total</b>		<b>756m<sup>2</sup></b> <b>(about)</b>	<b>1,512m<sup>2</sup></b> <b>(about)</b>	-

#### Filling of Land/Pond and Excavation of Pond at the Site

- 5.3 In view of the existing topographic profile of the Site as being a sloping land ranging from +17.9mPD at the northeast to +29.1mPD at the southwest of the Site, filling and excavation of land are required to be carried out for the whole Site, in order to facilitate a flat surface to meet operational needs (**Plan 11**). The northeast portion of the Site (i.e. about 24,795m<sup>2</sup>) will be filled with soil and concrete of not more than 4.1m in depth, while the southwest portion of the Site (i.e. about 16,116m<sup>2</sup>) will be excavated of not more than 3.1 m in depth with site levels ranging from +22mPD to 26mPD respectively. The existing 1m deep dried pond (i.e. 658m<sup>2</sup>) within the Site will also be filled with soil and concrete to the surrounding site levels (i.e. +23.mPD) in order to facilitate a flat ground surface (**Plan 11**). Site levels of the proposed filling and excavation works already included 0.2m of concrete over the soil area to facilitate a solid surface for site formation of structure, open storage and circulation purposes.
- 5.4 As heavy loading of structures and vehicles would compact the existing soiled ground, concrete site formation is required to support the operational needs and the extent of filling and excavation has been kept to minimal. The applicant will strictly follow the proposed scheme and reinstate the Site to an amenity area after the planning approval period.

#### Operation mode

- 5.5 The operation hours of the proposed development are Monday to Saturday from 09:00 - 19:00. No operation on Sunday and public holiday. A total of 25,790m<sup>2</sup> of the site area is proposed to be used as 'open storage'. Construction materials, construction machineries and vehicles will be openly stored in an area designated as 'open storage' of the Site (**Plan 10**). No workshop activities and storage of dangerous goods will be carried out at the Site at any time during the planning approval period. Details of the area reserved for 'open storage' are provided at **Table 4** below:

**Table 4 – Area Designated for 'Open Storage' Use**

Use	Area
Open Storage of Construction Materials	4,210m <sup>2</sup> (about)
Open Storage of Construction Machineries	3,439m <sup>2</sup> (about)
Open Storage of Vehicle	18,141m <sup>2</sup> (about)
<b>Total</b>	<b>25,790m<sup>2</sup> (about)</b>

- 5.6 The estimated number of staff working at the Site are 35. As the Site is proposed for open

storage use with no shopfront, no visitor is anticipated at the Site. The site office is to provide indoor space for administrative staff to support the daily operation of the Site.

#### *No Adverse Traffic Impact*

5.7 The Site is accessible from Kong Sham Western Highway via a local access and a proposed road (**Plan 1**). Two ingress/egresses (about 20m and 11m wide) are provided at the eastern part of the Site (**Plan 12**). A total of 36 parking and L/UL spaces are provided at the Site, details of spaces are provided at **Table 5** below:

**Table 5 - Parking and L/UL Provisions**

Type of Space	No. of Space
Private Car Parking Space - 2.5 m (W) x 5 m (L)	23
L/UL Space for Light Goods Vehicle - 3.5 m (W) x 7 m (L)	3
L/UL Space for Medium Goods Vehicle - 3.5 m (W) x 11 m (L)	10

5.8 Sufficient space is provided for vehicles to smoothly manoeuvre within the Site to ensure that no vehicle will turn back onto the local access (**Plan 12**). Staff will be deployed to stations at the ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian safety.

5.9 TIA has been conducted in October 2023 to assess the traffic impact to be induced by the proposed development on the nearby road network during the construction and operational stages respectively (**Appendix I**). The assessment results indicate that all the key junctions and road links perform satisfactory during the AM and PM peak hours on a normal weekday in 2023 and the design year of 2026 respectively. To minimize the traffic impact to the existing single track access road, an access road with a single-2 configuration connecting the northern portion of the Site is proposed. The TIA has concluded that no adverse traffic impact arising from the proposed development is anticipated.

#### *No Environmental Impact*

5.10 The applicant will strictly follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding area. The applicant will strictly comply with all environmental protection / pollution control ordinances, i.e. Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance etc. at all times during the planning approval period.

5.11 During the construction stage, the applicant will follow the good practices stated in Professional



Persons Environmental Consultative Committee Practice Notes (ProPECC PNs) 2/23 to minimize the impact to the nearby watercourse water quality. Surface run-off from the construction phase will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be maintained, and the deposited silt and grit will be removed on a regular basis, at the start and end of each rainstorm, to ensure that these facilities are always operational.

- 5.12 During the operation of the proposed development, the major source of wastewater will be sewage from the washroom generated by staff. The applicant will implement good practices under ProPECC PN 1/23 when designing on-site sewage system with the Site, i.e. the use of soakaway system for sewage treatment. The applicant will submit and implement relevant proposals to the satisfaction of Director of Environmental Protection after planning permission has been obtained from the Board.
- 5.13 2.5m high solid metal wall with thickness of 5mm will be erected along the site boundary by the applicant. Boundary fencing with entrance/exit will also be erected on Lot 1400 in D.D. 125, in order to separate the Site and the respective lot. The boundary wall will be installed properly by licensed contractor to prevent misalignment of walls, to ensure that there is no gap or silt on boundary wall. In addition, maintenance will be conducted by the applicant on a regular basis.

#### *No Adverse Landscape Impact*

- 5.14 A tree survey has been conducted in October 2023 to assess the existing landscape condition of the Site. A total of 336 nos. of trees were recorded within the Site, within which no Old and Valuable Trees (OVT) or protected species have been identified. 203 out of total 336 nos. of identified existing trees are proposed to be felled, 119 are proposed to be retained and 14 are proposed to be transplanted.
- 5.15 A TPLP has been submitted to mitigate the landscape impact of the proposed development (**Appendix II**). The Site will be surrounded by 3m peripheral planter as landscape buffer area along the site boundary for retention of the existing trees and provision of new trees. Preservation and direct transplantation will also be adopted to retain the important landscape resources within the Site. All the new trees will be well-maintained by the applicant during the planning approval period. The TPLP reveals that impacts to landscape resources and landscape character area are acceptable.

#### *No Adverse Drainage Impact*

- 5.16 The applicant has submitted a drainage impact assessment (DIA) to review the drainage arrangements for the proposed development (**Appendix III**). The proposed excavation, filling of land and filling of pond works have already been taken into consideration of the submitted DIA. The increase in surface runoff generated by the proposed development is

estimated to be minimal and will be discharged by the combination of 900mm peripheral U-channels and existing 6m open rectangular channels in order to facilitate the drainage collection within the Site. Based on the DIA, it is concluded that no adverse drainage impact is anticipated.

#### *Fire Safety Aspect*

- 5.17 The applicant has submitted a FSIs proposal in support of the current application (**Appendix IV**). The applicant will implement the proposed FSIs at the Site once the proposal is accepted by Fire Services Department/the Board.

## 6) CONCLUSION

- 6.1 The proposed development is intended to facilitate the relocation of business premises affected by the second phase of the HSK/HT NDA development. Whilst the applicant has tried to relocate its premises to a number of alternative sites in New Territories, those sites were considered not suitable or impracticable. The location of the Site is considered suitable for relocation as it is located at approximately 2.3km from the applicant’s affected premises in HSK and is in close vicinity of Kong Sham Western Highway.
- 6.2 The applied uses are the same as the affected business premises in HSK. Although the proposed development is not a Column 1 nor 2 use within the “GB” zone, the application is only on a temporary basis, approval of the current application would not frustrate the long-term planning intention of the “GB” zone and would better utilize deserted land in the New Territories. Given that the relocation is to facilitate the development of HSK/HT NDA, approval of the current application would echo with government’s development strategies in the New Territories.
- 6.3 The proposed use is also considered not incompatible with surrounding land uses which is dominated by open storage yards, logistics centre and warehouse uses across Kong Sham Western Highway. Although the Site falls within category 4 area under TPB PG-No. 13G, the applicant’s original premises will be resumed by the Government to facilitate the implementation of HSK/HT NDA, approval of the current application would not set an undesirable precedent within the subject category 4 area and should be considered on an individual merit given its special background of the Site.
- 6.4 The proposed development will not create significant nuisance to the surrounding areas. Adequate technical assessments have been provided to demonstrate that adverse traffic, landscape, drainage and fire safety impacts arising from the proposed development are not anticipated. The applicant will implement the mitigation measures once planning approval has been granted by the Board. The applicant will strictly follow the ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’ by the EPD to minimize all possible environmental impacts on the nearby sensitive receivers.
- 6.5 In view of the above, the Board is hereby respectfully recommended to approve the subject application for ‘**Proposed Temporary Open Storage of Construction Materials, Construction Machineries and Vehicles with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land, Filling of Pond and Excavation of Land**’.

**R-riches Property Consultants Limited**

**January 2024**