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**SECTION 16 PLANNING APPLICATION**

**PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MATERIALS AND  
CONSTRUCTION MACHINERY, PARKING OF SPECIAL PURPOSE VEHICLES AND RURAL WORKSHOP  
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 (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131) (the Ordinance) to use *Various Lots in D.D. 125 and Adjoining Government Land (GL), Ha Tsuen, Yuen Long, New Territories* (the Site) for **‘Proposed Temporary Warehouse for Storage of Construction Materials and Construction Machinery, Parking of Special Purpose Vehicles (SPV) and Rural Workshop 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 Site area is 41,569 m<sup>2</sup> (about), including 5,568 m<sup>2</sup> (about) of 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 single-storey structures are proposed at the Site for warehouse for storage of construction materials and machinery, SPV repair workshop, construction machinery repair workshop and offices with total GFA of 11,299m<sup>2</sup> (about), the remaining area are designated for parking of SPVs, vehicle parking and 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 New Development Area (HSK/HT NDA).
  - The applicant has spent effort in Identifying suitable site for relocation
  - The applied use is considered in line with the Government’s Northern Metropolis (NM) Action Agenda and the Development Proposal of Lau Fau Shan/Tsim Bei Tsui/Pak Nai area (LFS).
  - Approval of the application would act as a pilot scheme in order to echo with Government’s policy on upgrading and restructuring the open storage (OS) industry.
  - The proposed development is considered not incompatible with the surrounding land uses
  - Approval of the application on a temporary basis would 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> of GL (about)
<b>Covered Area</b>	11,299m <sup>2</sup> (about)
<b>Uncovered Area</b>	30,270m <sup>2</sup> (about)
<b>Plot Ratio</b>	
	0.27 (about)
<b>Site Coverage</b>	
	27% (about)
<b>Number of Structure</b>	
	7
<b>Total GFA</b>	
- Domestic GFA	Not applicable
- Non-Domestic GFA	11,299 m <sup>2</sup> (about)
<b>Building Height</b>	
	8 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規劃申請，於新界元朗廈村丈量約份第 125 約多個地段及毗鄰政府土地作「擬議臨時倉庫存放建築材料及建築機械、特別用途車輛停車場及鄉郊工場連附屬設施 (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。申請地點的大部分地區在《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 座一層高的構築物作倉庫存放建築材料及建築機械、特別用途車輛修理工場、建築機械修理工場及辦公室，構築物的總樓面面積合共為 11,299 平方米 (約)，其餘地方將預留及特別用途車輛停車位、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因受到政府收地發展洪水橋/廈村新發展區影響。
  - 申請人曾致力尋找合適的搬遷地點。
  - 是次申請旨在配合政府的「北部都會區行動綱領」及流浮山/尖鼻嘴及白泥的發展計劃發展策略。
  - 是次申請旨在配合政府政策，作為支持新界露天存放業務升級轉型的先導計畫。
  - 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：	11,299 平方米 (約)
露天地方面積：	30,270 平方米 (約)
地積比率：	0.27 (約)
上蓋覆蓋率：	27% (約)
樓宇數目：	7 座
總樓面面積	11,299 平方米 (約)
住用總樓面面積：	不適用
非住用總樓面面積：	11,299 平方米 (約)
構築物高度：	8 米 (約)
構築物層數：	1 層

## 1) INTRODUCTION

### *Background*

- 1.1 **R-riches Property Consultants Limited** has been commissioned by *First Champion Limited*<sup>1</sup> (the applicant) to make submission on its behalf to the Board) under S.16 of 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 Warehouse for Construction Materials and Construction Machinery, Parking of SPVs and Rural Workshop 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, the applied uses are 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/drawings, a traffic impact assessment (TIA), a drainage impact assessment (DIA), a tree preservation and landscape proposal (TLP) and a fire service installations (FSIs) proposal are provided with the planning statement to demonstrate that the proposed development will not induce significant adverse impacts to the surrounding area through providing adequate protection and mitigation measures (**Plans 1 to 15 and Appendices I to VII**).

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<sup>1</sup> First Champion Limited (the applicant) is authorized by the affected business operators to facilitate the relocation of the existing affected business premises. Details of the affected business operators are provided at **Appendix I**.

## 2) JUSTIFICATIONS

*The applicant's original premises are affected by the development of HSK/HT NDA*

- 2.1 The current application is intended to facilitate the relocation of three affected business operators' premises (namely **Tenant A, B and C**) due to Government's land resumption in order to facilitate the development of HSK/HT NDA (**Appendix I and Plan 4**).
- 2.2 The affected business premises of **Tenants A to C** currently falls within area zoned as "Commercial (Group 1)" ("C(1)"), "Commercial (Group 2)" ("C(2)"), "Open Space" ("O"), "Open Space (1)" ("O(1)") and "Government, Institution or Community" ("GIC") zones and area shown as 'Road' on the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 (**Plan 5**). Details of the tenants' original premises are summarized at **Appendix I and Table 1** below:

**Table 1:** Details of Tenants' Original Premises

Tenant	Location	OZP	Zoning	Development Involved
<b>A</b>	Lot 3934 (Part) in D.D. 124*	S/HSK/2	"GIC" and area shown as 'Road'	HSK/HT NDA (Second Phase Development)
<b>B</b>	Various Lots in D.D. 124*		"C(1)" and "O"	
<b>C</b>	Various Lots in D.D. 124*		"C(2)", "O", "O(1)" and area shown as 'Road'	

\*Portion of the original premises have been resumed by the Government

- 2.3 According to the implementation program of the development of HSK/HT NDA, the affected premises fall within sites under the '*Second Phase Development*' (**Plan 6**). As the land where the premises will be developed for commercial, GIC, open space and road uses upon completion of the HSK/HT NDA, majority of the concerned parcel of land have already been resumed and reverted to the Government in 2024. Therefore, the applicant desperately needs to identify a suitable site for relocation to continue its business operation.

*The applicant has spent effort in identifying suitable site for relocation*

- 2.4 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 II 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 (**Plans 1, 4 and 5**).



2.5 According to the affected business premises operators, the current irregular shapes of the original premises have led to low efficiency in daily operation (**Plans 4 and 5**). The proposed relocation with proper infrastructures (i.e. up to standard drainage facilities and FSIs) at the Site would minimize flood risk to the surrounding area and enhance fire safety; enable the efficient utilization of space; and facilitate better management of operations by consolidating the three affected business premises into a single location.

*The applied use is considered in line with the Government's NM Action Agenda and the Development Proposal of Lau Fau Shan/Tsim Bei Tsui/Pak Nai area (LFS)*

2.6 According to the Government's *NM Action Agenda*, LFS is proposed to be an extension of HSK/HT NDA. According to the Broad Land Use Concept Plan published by the Development Bureau (DEVB) in 2023, the Site is located at an area designated for sewage treatment works under the development proposal of LFS (**Plan 8**). Given that the Site is proposed for public use in the future, permitting the applicant to use the Site temporarily for the proposed development would better utilise precious land resources and to support the local warehousing and workshop industries. The applicant would surrender the Site upon the Government's request to facilitate the sewage treatment plant, even during the planning approval period.

*Approval of the application would act as a pilot scheme in order to echo with Government's policy on upgrading and restructuring the OS industry*

2.7 The original business premises involves of OS of construction materials and machinery, repairing of construction machinery, parking of SPV and repairing of SPV (**Appendix I, Plans 4 and 5**). As OS operations would inevitably create significant dust and noise nuisance to the surrounding environment, the applicant intends to alleviate these adverse impacts by relocating the aforesaid OS and workshop activities to the proposed structures, so as to minimise the potential visual, noise and air quality impacts to the surrounding areas.

2.8 According to the Government's *NM Development Strategy*, the Government aims to relocate and accommodate the affected brownfield operations (including OS activities) by upgrading and restructuring their business premises through the provision of multi-story industrial buildings (MSBs) and modern logistics centres. The proposed development would echo with the Government's intention to consolidate brownfield operations in a land-efficient manner. The proposed development could act as a pilot scheme to support the transformation of brownfield operations in the New Territories. The relocation of OS activities from the original premises to the proposed warehouses and rural workshops at the Site will enhance storage conditions by protecting items from environmental harm, mitigating risks related to the external environment and worker safety, as well as improving overall operational efficiency. Details of the existing and proposed uses of the premises are provided at **Appendix I** and **Table 2** below:

**Table 2:** Existing and Proposed Use of the Affected Business Premises

Tenant	Use of Original Premises	Original Area	Use of the Relocation Site	Relocation Area
A	OS of Construction Materials and Machinery	9,290 m <sup>2</sup> (about)	Warehouse for Storage of Construction Materials and Machinery	13,838 m <sup>2</sup> (about)
B	OS of Construction Materials and Machinery and Storage of Tools and Parts, Parking and Repairing of Special Purpose Vehicle	10,266 m <sup>2</sup> (about) <sup>2</sup>	Warehouse for Storage of Construction Materials and Machinery and Parking of SPV and SPV Repair Workshop	13,032 m <sup>2</sup> (about)
C	OS of Construction Materials and Machinery and Equipment and Repairing of Construction Machinery	18,915m <sup>2</sup> (about) <sup>3</sup>	Warehouse for Storage of Construction Materials and Machinery and Machinery Repair Workshop	4,817 m <sup>2</sup> (about)

2.9 Although the Site (i.e. 41,569m<sup>2</sup>) is larger than the affected business premises combined in HSK (i.e. about 38,471 m<sup>2</sup>), a significant portion of the Site is intended to reserve as landscaping area (i.e. 4,857m<sup>2</sup>), internal road network and a proposed road connecting the Site to the nearby local access (i.e. 5,025 m<sup>2</sup>). The remaining uncovered area is reserved for parking and L/UL spaces and circulation area to support the operation of the Site. The additional space is intended to alleviate the pressing demand for indoor storage space, as well as to support the local warehousing industry. The proposed development would positively enhance the efficiency and competitiveness of the industry, thereby contributing to Hong Kong's overall growth.

2.10 The Site is also located in close vicinity of the Kong Sham Western Highway which is an ideal location to support the local warehousing industry. Located in close vicinity to the modern logistics cluster in the HSK/HT NDA, the Site would result in cost savings by reducing transportation costs for frequent deliveries and improving the overall warehousing 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. 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.

<sup>2</sup> Insufficient space for relocation of the original premises (*Tenant E* under S.16 planning applications No. A/YL-HTF/1166) after detailed land survey was carried out by the applicant (**Appendices I and III**).

<sup>3</sup> Only portion for the original premises (*Tenant B* under S.16 planning application No. A/YL-HTF/1166) after detailed land survey was carried out by the applicant (**Appendices I and III**).

- 2.11 As the nature of the ‘warehouse’, ‘parking of SPV’ and ‘rural workshop’ uses require efficient vehicle circulation, ample L/UL areas, and adequate parking spaces. The proposed layout with extensive open area is considered necessary to accommodate the seamless movement of medium/light goods vehicles, SPVs, forklifts, and other equipment, as well as the safe separation of staff and vehicular traffic.

*The proposed development is considered not incompatible with the surroundings*

- 2.12 The Site is situated in a relatively remote area, distanced from adjacent sensitive uses. The area to the north of the Site, across the Kong Sham Western Highway, includes open storage yards, logistics centre, warehouses etc. (**Plans 1, 3 and 9**). The proposed development is considered not incompatible with the surroundings. The proposed building height of structures (i.e. about 8 m) is not significantly higher than the nearby temporary structures.
- 2.13 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.

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

- 2.14 Although the Site falls within area zoned as “GB” on the Approved Ha Tsuen Fringe OZP No. S/YL-HTF/12, the Site has been disturbed and partially hard-paved. Furthermore, majority of the Site has been left vacant with no active agricultural activities, while the remaining area is occupied by some vacant temporary structures. Given that the Site has been left vacant for decades, approval of the application on a temporary basis of 3 years would not frustrate the long-term planning intention of the “GB” zone and would better utilize deserted land in the New Territories.
- 2.15 The current application is intended to facilitate the relocation of the affected business premises in Hung Shui Kiu due to the Government’s land resumption to pave way for the development of HSK/HT NDA. Despite the fact that the proposed development is not in line with the planning intention of the “GB” zone, the special background of the application should be considered on its individual merit, of which the approval of the current application would therefore not set an undesirable precedent for the “GB” zone.

### **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. the eastern and western portions. The eastern portion is accessible from Kong Sham Western Highway via a local access. The western portion is accessible from Kong Sham Western Highway via a local access and a proposed road (**Plans 1, 3 and 9**).

#### *Existing Site Condition*

- 3.3 The eastern portion of the Site is generally flat and partially fenced off, while the western portion of the Site is sloping from the south to the north. 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 9**).
- 3.4 An artificial pond (i.e. area of about 658m<sup>2</sup>) with 1 m in depth, is situated in the northwest of the Site (**Plans 10 and 14**). According to the aerial photos taken on 18/8/1990<sup>4</sup> by the Survey and Mapping Office, Lands Department, the Site was occupied with farmlands, ponds, vacant lands and tree groups (**Plan 10**). However, with reference to the aerial photos, the pond in relation to the Site was filled and hard-paved in approximately 2008. It was afterward excavated to an artificial pond in 2009 and has remained in place as of 2024. The existing pond has been abandoned for decades, no active fish culture operation and other amenity value has been found within the existing pond.

#### *Surrounding Area*

- 3.5 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 9**).
- 3.6 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.

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<sup>4</sup> The Lau Fau Shan and Tsim Bei Tsui Interim Development Permission Area Plan No. IDPA/YL-LFS/1 prepared by the Director of Planning was notified in the Gazette on 17/8/1990.

- 3.7 To its immediate east are some agricultural land and fishponds. To its further east are area occupied by graves and woodland.
- 3.8 To its immediate south is Ling To Tsz. To its further south are land covered by vegetation and woodland.
- 3.9 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 (i.e. about 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, ‘Warehouse’, ‘Parking of SPV’ and ‘Rural Workshop’ are 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.*

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

- 4.3 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*

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

##### *Similar Application*

- 4.5 There is no similar approved application for ‘warehouse’, ‘parking of SPV’ and ‘rural workshop’ uses within the same “GB” zone.

##### *Town Planning Board Guidelines for ‘Application for Development within GB Zone under S.16 of the Town Planning Ordinance’ (TPB PG-No. 10)*

- 4.6 According to *TPB PG-No. 10*, the following assessment criteria are relevant to the application and are summarized as follows:
- (a) *there is a general presumption against development (other than redevelopment) in “GB” zone;*

- (b) *an application for new development in a "GB" zone will only be considered in exceptional circumstances and must be justified with very strong planning ground.*
  - (c) *the design and layout of any proposed development should be compatible with the surrounding area. The development should not involve extensive clearance of existing natural vegetation, affect the existing natural landscape, or cause any adverse visual impact on the surrounding environment.*
  - (d) *the proposed development should not overstrain the capacity of existing and planned infrastructure such as sewerage, roads and water supply. It should not adversely affect drainage or aggravate flooding in the area; and*
  - (e) *the proposed development should not be acceptable to adverse environmental effects from pollution sources nearby such as traffic noise, unless adequate mitigating measures are provided, and it should not itself be the source of pollution.*
- 4.7 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. 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.
- 4.8 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 "GB" zone and should be considered on an individual merit given its special background of the Site. 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.

#### *Land Status*

- 4.9 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 36,001 m<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 and companies. The remaining area, i.e. 5,568m<sup>2</sup> (about) falls on GL. The ownership details are provided at **Table 3** below:

**Table 3 - Land Ownership of the Private Land Portion of the Site**

Private Lot in D.D. 125		Ownership
1	1366*	Tso/Tong
2	1373	Company
3	1374	
4	1375	
5	1376	
6	1377	
7	1378*	
8	1380	Company
9	1381*	Tso/Tong
10	1382*	
11	1383*	
12	1384*	
13	1385*	
14	1386*	
15	1387	Company
16	1389*	Tso/Tong
17	1390*	
18	1391*	
19	1392*	
20	1393*	
21	1395	Company
22	1396*	Tso/Tong
23	1397	Company
24	1398 S.A	
25	1398 S.B	
26	1399 S.A	
27	1399 S.B	
28	1401*	Tso/Tong
29	1402*	
30	1403	Company
31	1414*	Tso/Tong
32	1415	Company
33	1417*	Tso/Tong

4.10 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 occupies an area of 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 4** below.

**Table 4 - 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>	11,299 m <sup>2</sup> (about)
<b>Uncovered Area</b>	30,270 m <sup>2</sup> (about)
<b>Plot Ratio</b>	
	0.27 (about)
<b>Site Coverage</b>	
	27 % (about)
<b>Number of Structure</b>	
	7
<b>Total GFA</b>	
- Domestic GFA	Not applicable
- Non-Domestic GFA	11,299 m <sup>2</sup> (about)
<b>Building Height</b>	
	8 m (about)
<b>No. of Storey</b>	
	1

- 5.2 A total of 7 single-storey structures are proposed at the Site for warehouse for storage of construction materials and construction machineries, parking of SPVs, SPV and construction machinery repair workshops and offices with total GFA of 11,299 m<sup>2</sup> (about), the remaining area is reserved for parking, L/UL spaces and circulation area (**Plans 11 and 12**). Details of structures are shown at **Table 5** below:

**Table 5 – Details of Structures**

Structure	Proposed Use	Covered Area	Gross Floor Area	Building Height
<b>Tenant A</b>				
B1	Warehouse for Storage of Construction Materials	1,462m <sup>2</sup> (about)	1,462m <sup>2</sup> (about)	8m (about) 1-Storey
B2	Warehouse for Storage of Construction Materials	3,720m <sup>2</sup> (about)	3,720m <sup>2</sup> (about)	
B3	Warehouse for Storage of Construction Machinery and Office	2,171m <sup>2</sup> (about)	2,171m <sup>2</sup> (about)	

Tenant B				
B4	Special Purpose Vehicle Repair Workshop	888m <sup>2</sup> (about)	888m <sup>2</sup> (about)	8m (about) 1-storey
B5	Warehouse for Storage of Construction Materials and Machineries	726m <sup>2</sup> (about)	726m <sup>2</sup> (about)	
Tenant C				
B6	Construction Machinery Repair Workshop	554m <sup>2</sup> (about)	554m <sup>2</sup> (about)	8m (about) 1-Storey
B7	Warehouse for Storage of Construction Machineries and Office	1,778m <sup>2</sup> (about)	1,778m <sup>2</sup> (about)	
<b>Total</b>		<b>11,299m<sup>2</sup> (about)</b>	<b>11,299m<sup>2</sup> (about)</b>	-

- 5.3 Since the Site is located in close vicinity of some slopes, a "no-build" zone as designated by the Geotechnical Engineering Office of the Civil Engineering and Development Department is illustrated at the layout plan (**Plan 12**). No structure or critical facilities will be erected within the designated "no-build" zone to ensure that no adverse geotechnical issue will be generated from the proposed development (**Plan 12**).

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

- 5.4 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 of land, filling of pond 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 15**). Portions of the Site (i.e. 22,068m<sup>2</sup>) will be filled with soil and concrete of not more than 4.1m while 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. +23.0mPD) in order to facilitate a flat ground surface (**Plans 14 and 15**). To facilitate the proposed development, the southwest portion of the Site (i.e. about 13,986m<sup>2</sup>) will be excavated to a depth of not more than 3.1 m and then filled with concrete to a depth of not more than 0.2m. The proposed site levels of the southern portion range from +25mPD to +26.0mPD. 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, parking of SPV and circulation purposes. The remaining area (i.e. 4,857m<sup>2</sup>) will be reserved as landscaping area for healthy tree growth within the Site.
- 5.5 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

5.6 The Site will be used as warehouse for storage of construction materials and machineries, parking of SPVs and rural workshop (SPVs and construction machinery repair workshop). While the uncovered area will be used as parking of SPVs (i.e. small dump trucks, concrete mixers, backhoe loader, etc.) circulation area, parking and L/UL spaces (**Plans 11 to 13**). The operation hours of the Site are Monday to Saturday from 09:00 to 19:00. No operation on Sunday and public holiday. It is estimated that the Site would be able to accommodate 15 staff. As no shopfront is proposed at the Site, no visitor is anticipated. The applicant and the original business operators have mutually agreed that upon the planning approval has been granted by the Board, the Site will be utilized by the original business operators for the proposed operations during the planning approval period.

### 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**). The operation hours of the public vehicle park are 24-hour daily, including public holiday. A notice will be posted at a prominent location of the Site to indicate that only SPV is allowed to be parked/stored on enter/exit the Site at any time during the planning approval period. Furthermore, no vehicles without valid licenses issued under the *Road Traffic (Registration and Licensing of Vehicle) Regulations* are allowed to be parked/stored at the Site at any time during the planning approval period. A total of 59 parking and L/UL spaces are provided at the Site, details of spaces are provided at **Table 6** below:

**Table 6 - Parking and L/UL Provisions**

Type of Space	No. of Space
Private Car Parking Space - 2.5 m (W) x 5 m (L)	18
SPV Parking Space - 3.5 m (W) x 11 m (L)	32
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)	6

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 (**Appendix IV**). 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 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 IV**). 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 and

the design year 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 Adverse 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. As the Site is in proximity to the "Conservation Area" ("CA") zone, no works, including works for access road, will be carried out within the nearby "CA" zone.
- 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 the Director of Environmental Protection after planning permission has been obtained from the Board.
- 5.13 2.5m high solid metal wall 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 Drainage Impact*

- 5.14 The applicant has submitted a drainage impact assessment (DIA) to review the drainage arrangements for the proposed development (**Appendix V**). 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 means of 300mm, 900mm U-channels and 1200mm pipe connecting to existing 2.5m open rectangular channel, in order to facilitate the drainage collection within the Site. Based on the DIA, it is concluded that no adverse drainage impact is anticipated.

#### *No Adverse Landscape Impact*

- 5.15 A tree survey has been conducted in October 2023 to assess the existing landscape condition of the Site. A total of 350 nos. of trees were recorded within the Site, within which no Old and Valuable Trees (OVT) or protected species have been identified. 217 out of total 350 nos. of identified existing trees are proposed to be felled, 119 are proposed to be retained and 14 are proposed to be transplanted.
- 5.16 A TPLP has been submitted to mitigate the landscape impact of the proposed development (**Appendix VI**). 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. It is proposed to retain 119 existing trees, particularly along the edge of the Site, which is important landscape resources to the Site, to alleviate the visual and landscape impact to the surrounding due to the proposed development. A total of 238 new trees, with compensation ratio of approximately 1:1.1, are proposed to be planted to enhance the overall appearance and visual quality of the development. 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.

#### *Fire Safety Aspect*

- 5.17 The applicant has submitted a FSIs proposal in support of the current application (**Appendix VII**). 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 development' of the HSK/HT NDA. Whilst the applicant attempted to relocate the affected premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable (**Appendix III and Plan 7**). Given that the relocation is to facilitate various government development projects, approval of the application can facilitate relocation prior to land resumption, thereby minimize the impact on the implementation programme of government development projects.
- 6.2 The original business premises involves of OS of construction materials and machinery, repairing of construction machinery, parking of SPV and repairing of SPV (**Appendix I, Plans 4 and 5**). The applicant intends to mitigate the potential adverse environmental impacts that would arise from the existing brownfield operations through proper implementation of the development scheme under the current application (**Plans 11 to 13**). The proposed scheme is considered as an upgrade to the affected business premises and echoes with the Government's policy to support the transformation of brownfield operations in the New Territories, as well as to provide site clearance and formation to facilitate the public works.
- 6.3 Although the applied uses are not Column 1 nor 2 uses 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. 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.
- 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 Warehouse for Storage of Construction Materials and Construction Machinery, Parking of SPV and Rural Workshop with Ancillary Facilities for a Period of 3 Years and Associated Filling of Landm Filling of Pond and Excavation of Land**'.

**R-riches Property Consultants Limited**  
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