
SECTION 16 PLANNING APPLICATION

PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF NEW VEHICLES WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND IN “OTHER SPECIFIED USES” ANNOTATED “COMPREHENSIVE DEVELOPMENT TO INCLUDE WETLAND RESTORATION AREA” AND “RESIDENTIAL (GROUP D)” ZONES,

LOT 3719 S.C RP (PART) IN D.D. 104, POK WAI, YUEN LONG, NEW TERRITORIES

PLANNING STATEMENT

Applicant

Rich Valley 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 3719 S.C RP (Part) in D.D. 104, Pok Wai, Yuen Long, New Territories (the Site) for **'Proposed Temporary Warehouse for Storage of New Vehicles with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land'**.
- The Site falls within an area zoned as "Other Specified Uses" Annotated "Comprehensive Development to Include Wetland Restoration Area" ("OU(CDTIWRA)") and "Residential (Group D)" ("R(D)") on the Draft Nam Sang Wai Outline Zoning Plan (OZP) No. S/YL-NSW/9. The Site occupies an area of 7,736 m² (about). A total of two structures are proposed at the Site for warehouse for storage of vehicles, site office, washroom and rain shelter for loading/unloading (L/UL) activities with total GFA of 10,931 m² (about), the remaining area is reserved for vehicle parking and L/UL spaces and circulation area.
- The Site is accessible from Kam Pok Road East via Kam Pok Road. The operation hours of the proposed development are Monday to Saturday from 07:00 to 20:00. No operation on Sunday and public holiday.
- Justifications for the proposed development are as follows:
 - The applicant's original premises are affected by land resumption for 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 applicant's original premises.
 - No significant adverse impact is anticipated from the proposed development.
 - The proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the "OU (CDTIWRA)" and "R(D)" zones.
- Details of development parameters are as follows:

Application Site Area	7,736 m ² (about)
Covered Area	5,538 m ² (about)
Uncovered Area	2,198 m ² (about)
Plot Ratio	
	1.4 (about)
Site Coverage	
	72% (about)
Number of Structure	
	2
Total GFA	
- Domestic GFA	Not applicable
- Non-Domestic GFA	10,931 m ² (about)
Building Height	
	7m - 13m (about)
No. of Storey	
	1 - 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學圍丈量約份第 104 約第 3719 號 C 分段餘段 (部分) 的規劃申請，於上述地點作「擬議臨時貨倉存放全新車輛連附屬設施 (為期 3 年) 及相關填土工程」。
- 申請地點所在的地區在《南生圍分區計劃大綱草圖編號 S/YL-NSW/9》上劃為「其他指定用途」註明「綜合發展包括濕地修復區」及「住宅(丁類)」用途地帶。申請地盤面積為 7,736 平方米 (約)。申請地點將設有 2 座構築物作存放車輛的貨倉 (、辦公室、洗手間及上/落貨的避雨亭，構築物的總樓面面積合共為 10,931 平方米 (約)，其餘地方將預留作車輛上/落貨、停泊位及流轉空間。
- 申請地點可從錦學路東經一條錦學路前往。擬議發展的作業時間為星期一至六上午 7 時至下午 8 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/厦村新發展區發展收地影響。
 - 申請人曾經致力尋找合適的搬遷地點。
 - 申請的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。
 - 擬議發展只屬臨時性質，批出規劃許可則不會影響「其他指定用途 (綜合發展包括濕地修復區)」及「住宅 (丁類)」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：	7,736 平方米 (約)
上蓋總面積：	10,931 平方米 (約)
露天地方面積：	2,198 平方米 (約)
地積比率：	1.4 (約)
上蓋覆蓋率：	72% (約)
樓宇數目：	2 座
總樓面面積	10,931 平方米 (約)
住用總樓面面積：	不適用
非住用總樓面面積：	10,931 平方米 (約)
構築物高度：	7 米 - 13 米 (約)
構築物層數：	1 - 2 層

1. INTRODUCTION

Background

- 1.1 **R-riches Property Consultants Limited** has been commissioned by **Rich Valley Limited**¹ (the applicant) to make submission on their behalf to the Board under the S.16 of the Ordinance in respect to *Lot 3719 S.C RP (Part) in D.D. 104, Pok Wai, Yuen Long, New Territories* (the Site)(**Plans 1 to 3**).
- 1.2 The applicant would like to use the Site for '**Proposed Temporary Warehouse for Storage of New Vehicles with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land**' (proposed development). The Site currently falls within an area zoned as "OU(CDTIWRA)" and "R(D)" on the Draft Nam Sang Wai OZP No. S/YL-NSW/9 (**Plan 2**). According to the Notes of the OZP, the proposed use, i.e. 'warehouse' is not a column one nor two use within the aforesaid zones. Therefore, planning permission is required to be obtained from the Board by the applicant to facilitate the proposed development at the Site.
- 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**). Set of assessments to mitigate potential adverse impacts will be submitted, if required, at a later stage for the consideration of Government departments and members of the Board.

¹ **Rich Valley Limited** (the applicant) is authorized by **Zung Fu Company Limited 仁孚行有限公司** (the affected business operator) to facilitate the relocation of his existing business premises in Hung Shui Kiu. Details of the affected business operator are provided at **Appendix I**.

2. JUSTIFICATIONS

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

- 2.1 The current application is intended to facilitate the relocation of the applicant's affected business premises in HSK due to land resumption to pave way for the development of the HSK/HT NDA (**Plans 4 to 6**). The affected business premises (i.e. various lots in D.D. 124 and adjoining Government Land (GL), Hung Shui Kiu, Yuen Long, New Territories) form part of the development schemes of the approved S.16 planning applications (Nos. A/HSK/231 and 483) for 'Temporary Warehouse and Open Storage of New Vehicles (Private Cars, Taxis, Light Goods Vehicles and Light Buses)' (**Plan 4**). The aforesaid planning applications were approved by the Board on a temporary basis of 3 years on 9/10/2020 and 22/9/2023 respectively.
- 2.2 The current application is intended to facilitate the relocation of the 'warehouse' portion of the approved development in HSK, while the remaining 'open storage' portion will be relocated to a different location (**Plan 4**). The affected business premises currently fall within an area zoned as "Other Specified Uses" Annotated "Enterprise and Technology Park" ("OU(E&TP)") on the Approved HSK and HT OZP No. S/HSK/2 (**Plan 5**).
- 2.3 According to the implementation programme for the development of HSK/HT NDA, the applicant's original business premises fall within sites under the 'Remaining Phase Development' (**Plan 6**). As land where the premises will be developed for enterprise and technology park uses upon the completion of the HSK/HT NDA, the concerned parcel of land will be resumed and reverted to the Government in the future. 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

- 2.4 While the applicant has spent effort to relocate their 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 the site area being too small (**Appendix II and Plan 7**). After a lengthy site search process, the Site was identified for relocation as it is relatively flat and easily accessible from Kam Pok Road East via Kam Pok Road (**Plan 1**).

Applied Use Is the Same as the Affected Business in HSK

- 2.5 The proposed development involves the operation of warehouse for storage of new vehicles with ancillary facilities to support the daily operation of the Site. The

applied use is also the same as the affected business premises in HSK. The area of the Site (*i.e. about 7,736 m², +9%*) and covered area (*i.e. about 5,538 m², +19%*) are similar to the original premises, details of the original premises are shown at **Table 1** below:

Table 1: Differences between the Original Premises and The Site

Development Parameters	Original Premises (a)	The Site (b)	Difference (a) – (b)
Site Area	7,050 m ² (about)	7,736 m ² (about)	+686 m ² , +10% (about)
Covered Area	4,669 m ² (about)	5,538 m ² (about)	+869 m ² , +19% (about)
GFA	4,669 m ² (about)	10,931 m ² (about)	+6,262 m ² , +134% (about)

- 2.6 While the site area and the GFA of the proposed development are larger than the affected business premises, a significant portion of the Site (*i.e. about 2,198 m², 28%*) is uncovered and designated for manoeuvring and parking of vehicles, in order to support the daily operation of the Site.
- 2.7 Moreover, the increase in electric vehicle (EV) sales has boosted the demand for covered vehicle storage space for new vehicles in Hong Kong since the 2020s. Consequently, the applicant previously proposed expanding operational capacity to address the urgent need for such spaces at the original premises. Nevertheless, the Government's land resumption proposal to facilitate the HSK/HT NDA has resulted in a temporary suspension of the applicant's business expansion plan. The proposed scheme at the Site offers an excellent opportunity to facilitate the applicant's initial business expansion plan. The increased GFA at the Site would create a significant number of job opportunities for residents of the New Territories.

Approval of the application would not frustrate the long-term planning intention of the "OU(CDTIWRA)" and "R(D)" zones

- 2.8 Although the Site falls within area zoned as "OU(CDTIWRA)" and "R(D)" on the Draft Nam Sang Wai OZP No. S/YL-NSW/9, no existing pond nor wetland have been identified at the Site (**Plans 2 and 8**). Furthermore, the applicant, *i.e.* the sole owner of the Site currently has no intention to develop the Site for long-term use. Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intentions of the "OU(CDTIWRA)" and "R(D)" zones and would better utilize deserted land in the New Territories.
- 2.9 Despite the fact that the proposed development is not in line with planning intentions of the "OU(CDTIWRA)" and "R(D)" zones, the special background of the application should be considered on its individual merit, which approval of the current application would therefore not set an undesirable precedent for the "OU(CDTIWRA)" and "R(D)" zones.

The proposed development is not incompatible with surrounding land uses

2.10 The surrounding areas of the Site are considered to be in semi-rural character and are predominately occupied by sites occupied by open storage yards, low-rise structures for warehouse and logistics centre, hence, the proposed development is considered not incompatible with surrounding land uses (**Plans 1, 3 and 8**). Upon approval of the planning application, the applicant will make effort in complying with approval conditions related to fire services and drainage aspects, to minimize potential adverse impact arisen from the proposed development.

3. SITE CONTEXT

Site Location

- 3.1 The Site is located in Pok Wai, Yuen Long. It is approximately 10 m east of Kam Pok Road; 250 m south of Fairview Park; 500 m west of San Tin Highway; 3.4 km northeast of Yuen Long Station; and 14.4 km northeast of the original premises in HSK (**Plan 1**).

Accessibility

- 3.2 The Site is accessible from Kam Pok Road East via Kam Pok Road (**Plan 1**).

Existing Site Condition

- 3.3 The Site is hard-paved and currently occupied by open storage use. The Site is generally flat and hard paved (**Plans 1, 3 and 8**).

Surrounding Area

- 3.4 The Site is mainly surrounded by open storage yards, low-rise structures for warehouse and logistic centre (**Plans 1, 3 and 8**).
- 3.5 To its immediate north are some structures for domestic use. To its further north across Kam Tin River are Fairview Park.
- 3.6 To its immediate east are existing ponds. To its further east are some temporary structures for workshop and warehouse uses.
- 3.7 To its immediate south are some temporary structures occupied by vehicle repair workshop and open storage activities. To its further south and southeast are sites occupied by temporary structures for logistics centre and warehouse.
- 3.8 To its immediate west are temporary structures occupied by open storage yards. To its further west are Tai Sang Wai village development, fishponds and area falls within "Conservation Area" zone.

4. PLANNING CONTEXT

Zoning of the Site

- 4.1 The Site falls within an area zoned as "OU(CDTIWRA)" and "R(D)" on the Draft Nam Sang Wai OZP No. S/YL-NSW/9 (**Plan 2**). According to the Notes of the OZP, 'warehouse for storage of vehicles' use is not a column 1 nor column 2 use within the "OU(CDTIWRA)" and "R(D)" zones, which requires permission from the Board.

Planning Intention

- 4.2 This planning intention of the subject "OU(CDTIWRA)" zone is *intended to provide incentive for the restoration of degraded wetlands adjoining existing fish ponds through comprehensive residential and/or recreational development to include wetland restoration area. It is also intended to phase out existing sporadic open storage and port back-up uses on degraded wetlands. Any new building should be located farthest away from Deep Bay.*
- 4.3 This planning intention of the subject "R(D)" zone is *intended primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of exiting temporary structures into permanent buildings. It is also intended for low-rise, low density residential developments subject to planning permission from the Town Planning Board.*

Filling of Land Restrictions

- 4.4 According to the Remarks of the subject "OU(CDTIWRA)" and "R(D)" zones, any ***filling of land***, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated 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 interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

Previous Application

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

Similar Application

- 4.6 Similar applications (Nos. A/YL-NSW/121 and 178) for 'warehouse' use were previously approved by the Appeal Board on 22/9/2005 and the Board on 14/9/2007 respectively within the same "OU(CDTIWRA)" zone, hence, approval of the current

application is considered in line with the Board's previous decisions.

Land Status of the Site

- 4.7 The Site falls solely on private lot, i.e. *Lot 3719 S.C RP (Part) in D.D. 104* with total land area of 7,736 m² (about) of Old Schedule Lots held under the Block Government Lease **(Plan 3)**.
- 4.8 Since there is the restriction that no structure is allowed to be erected without the prior approval of the Government, the applicant will submit Short Term Waiver (STW) application to the Lands Department to make way for erection of the proposed structures at the Site respectively 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 7,736 m² (about). Details of development parameters are shown at **Table 2** below.

Table 2: Development Parameters of the Proposed Development

Application Site Area	7,736 m ² (about)
Covered Area	5,538 m ² (about)
Uncovered Area	2,198 m ² (about)
Plot Ratio	
	1.4 (about)
Site Coverage	
	72% (about)
Number of Structure	
	2
Total GFA	
- Domestic GFA	Not applicable
- Non-Domestic GFA	10,931 m ² (about)
Building Height	
	7 m – 13m (about)
No. of Storey	
	1 – 2

- 5.2 A total of two structures are proposed at the Site for warehouse for storage of vehicles, site office, washroom and rain shelter for L/UL activities with total GFA of 10,931 m² (about), the remaining area is reserved for parking and L/UL spaces and circulation area (**Plan 9**). Details of structures are shown at **Table 3** below:

Table 3: Details of Proposed Structures

Structure	Use	Covered Area	GFA	Building Height
B1	Warehouses For Storage of Vehicles, Site Office, Washroom	5,393 m ²	10,786 m ²	13 m (2-storey)
B2	Rain Shelter for L/UL Activities	145 m ²	145 m ²	7 m (1-storey)
Total		5,538 m² (about)	10,931 m² (about)	-

Filling of Land at the Site

- 5.3 The Site is proposed to be filled wholly with concrete (of not more than 0.2 m in depth) for site formation of structures, parking, L/UL spaces and circulation area (**Plan 10**). As the Site currently consists of soiled ground and partially hard-paved, concrete site

formation is required to provide a relatively flat surface for erection of structures and circulation purpose. Therefore, the proposed filling of land at the Site is considered necessary and that has been kept to minimal to meet the operational needs of the proposed development. The applicant will reinstate the Site to an amenity area after the planning approval period.

Operation Mode

- 5.4 The Site will be used as warehouse for storage of about 200 new vehicles including private cars, taxis, light goods vehicles and light buses, which are the same as those in the original premises. The operation hours of the proposed development are Monday to Saturday from 07:00 to 20:00. There is no operation on Sunday and public holiday.
- 5.5 It is estimated that the Site would be able to accommodate about 8 staff. The ancillary facilities (i.e. office, washroom etc.) is intended to provide indoor workspace for administrative staff to support the daily operation of the Site. As no shopfront is proposed at the Site, visitor is not anticipated at the Site.

No Traffic Impact

- 5.6 The Site is accessible from Kam Pok Road East via Kam Pok Road (**Plan 1**). One 11 m (about) wide ingress/egress is provided at northwestern part of the Site (**Plan 9**). A total of 6 parking and L/UL spaces are provided at the Site, details of spaces are provided at **Table 4** below:

Table 4: Parking and L/UL Provisions

Type of Parking Space:	Number of Space
Private Car (PC) Parking Space - 2.5 m (W) X 5 m (L)	4
Type of L/UL Space:	Number of Space
L/UL Space for Container Vehicle (CV) - 3.5 m (W) X 16 m (L)	2

- 5.7 Sufficient space is provided for vehicle to smoothly manoeuvre 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 11**). Staff is deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicle to enhance pedestrian safety. The breakdown of estimated trip generation and attraction of proposed development at AM and PM peak hours are provided at **Table 5** below:

Table 5: Estimated Trip Generation and Attraction of the Proposed Development

Time Period	Trip Generation and Attraction				
	PC		CV		2-Way Total
	In	Out	In	Out	
Trips at <u>AM</u> peak per hour (08:00 – 09:00)	4	0	0	0	4
Trips at <u>PM</u> peak per hour (17:00 – 18:00)	0	3	0	0	3
Traffic trip per hour (10:00 – 17:00)	0	0	1	1	2

5.8 As the number of vehicular trips generated and attracted by the proposed development are minimal, adverse traffic impact to the surrounding road network should not be anticipated.

No Adverse 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 Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding area. 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 Environmental Consultative Committee Practice Notes (ProPECC PNs) 2/23* to minimize the impact on 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.

5.11 During the operation of the proposed development, the major source of wastewater will be sewage from toilets generated by staff. The applicant will implement good practices under *ProPECC PN 1/23* when designing on-site drainage system 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 3 m buffer area is proposed along the northern boundary of the Site to separate the proposed development from the nearby dwellings. 2.5 m solid metal fencing wall will also be erected along the site boundary to minimize nuisance to the surrounding area. The boundary wall will be installed properly by licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on boundary wall. In addition, maintenance will be conducted by the applicant on a regular basis.

No Landscape Impact

- 5.13 No old and valuable tree or protected species has been identified at the Site. Due to proposed hard-paving works for circulation purpose, majority of the Site area will be disturbed. The remaining area will be affected by the erection of structures; consequently, all existing trees will be affected, and it is not proposed to retain any of the existing trees at the Site.

No 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 Drainage Services Department/the Board.

Fire Safety Aspect

- 5.15 The applicant will submit a fire service installations (FSIs) proposal to enhance fire safety of the Site. 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 current application is intended to facilitate the relocation of the applicant's business premises in HSK, which will be affected by the development of HSK/HT NDA (**Plans 4 to 6**). Whilst the applicant attempted to relocate his premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable (**Appendix II** and **Plan 7**). Since the applied use is the same as the affected business premises, approval of the application could facilitate relocation prior to land resumption, thereby minimizing the impact on the HSK/HT NDA implementation program.
- 6.2 Although the Site falls within area zoned as "OU(CDTIWRA)" and "R(D)" on the Draft Nam Sang Wai OZP No. S/YL-NSW/9, no existing pond nor wetland have been identified at the Site (**Plans 2 and 8**). Furthermore, the lot owner currently has no intention to develop the Site for long-term use. Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intentions of the "OU(CDTIWRA)" and "R(D)" zones and would better utilize deserted land in the New Territories.
- 6.3 The Site is surrounded by open storage yards, low-rise structures for warehouse and logistics centre; the proposed development is considered not incompatible with the surrounding areas. Furthermore, as the current application is intended to facilitate the development of the HSK/HT NDA, approval of the current application would not set an undesirable precedent within the "OU(CDTIWRA)" and "R(D)" zones and should be considered on its own merits.
- 6.4 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided, i.e. submission of drainage, FSIs proposals etc. to mitigate any adverse impact arising from the proposed development. The applicant will also 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 New Vehicles with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land**'.

R-riches Property Consultants Limited
December 2024