
SECTION 16 PLANNING APPLICATION

**PROPOSED TEMPORARY OPEN STORAGE OF VEHICLE WITH ANCILLARY FACILITIES
FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND AND POND
IN “RECREATION” ZONE**

**VARIOUS LOTS IN D.D. D.D. 126 AND ADJOINING GOVERNMENT LAND
PING SHAN, YUEN LONG, NEW TERRITORIES**

PLANNING STATEMENT

Applicant

Real River 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 *Various Lots in D.D. 126 and Adjoining Government Land (GL), Ping Shan, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land and Pond**' (the proposed development).
- The Site falls within an area zoned "Recreation" ("REC") on the Approved Ping Shan Outline Zoning Plan (OZP) No.: S/YL-PS/20. The Site occupies an area of 41,010 m² (about), including 1,114 m² (about) of GL. One single-storey structure is proposed at the Site for guardroom use with total gross floor area (GFA) of 18 m² (about). The remaining area is reserved for open storage of vehicle, vehicle parking spaces, and loading/unloading and circulation area.
- The Site is accessible from Tin Wah Road via a local access. The operation hours of the proposed development are Monday to Saturday from 09:00 to 18:00. No operation on Sundays and public holidays.
- Justifications for the proposed development are as follows:
 - the applicant's original premises is affected by land resumption for the public housing development near Tin Tsz Road in Tin Shui Wai;
 - the applicant has spent effort in identifying suitable sites for relocation;
 - the applied use is the same as the applicant's original premises;
 - no significant adverse impact is anticipated from the proposed development; and
 - the proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the "REC" zone.
- Details of development parameters are as follows:

Site Area	41,010 m ² (about), including 1,114 m ² (about) of GL
Covered Area	18 m ² (about)
Uncovered Area	40,992 m ² (about)
Plot Ratio	
	0.0004 (about)
Site Coverage	
	0.04% (about)
Number of Structure	
	1
Total GFA	
- Domestic GFA	Not applicable
- Non-Domestic GFA	18 m ² (about)
Building Height	
	3 m (about)
No. of Storey	
	1

行政摘要 (內文如與英文版本有任何差異，應以英文版本為準)

- 申請人現根據《城市規劃條例》(第 131 章)第 16 條，向城市規劃委員會提交有關新界元朗屏山丈量約份第 126 約多個地段及毗連政府土地的規劃申請，於上述地點作「擬議臨時露天存放汽車連附屬設施 (為期 3 年) 及相關填土及填塘工程」(擬議發展)。
- 申請地點所在的地區在《屏山分區計劃大綱核准圖編號 S/YL-PS/20》上劃為「康樂」地帶。申請地盤面積為 41,010 平方米 (約)，當中包括 1,114 平方米 (約) 的政府土地。申請地點將設有一座單層構築物作保安更亭用途，構築物的總樓面面積合共為 18 平方米 (約)，申請地點的其餘地方將預留作露天存放汽車、車輛停泊位和上／落貨及流轉空間。
- 申請地點可從天華路經一條地區道路前往。擬議發展的作業時間為星期一至六上午九時至下午六時，星期日及公眾假期休息。
- 擬議發展的申請理據如下：
 - 申請人原來的經營處所受到「近天水圍天慈路公營房屋發展」收地影響；
 - 申請人曾經致力尋找合適的搬遷地點；
 - 申請用途與申請人先前受影響的發展場地用途一致；
 - 擬議發展不會對周邊地區帶來重大負面影響；及
 - 擬議發展只屬臨時性質，批出規劃許可則不會影響「康樂」地帶的長遠規劃意向。
- 擬議發展的詳情發展參數如下：

地盤面積：	41,010 平方米 (約)， 包括 1,114 平方米 (約) 的政府土地
上蓋總面積：	18 平方米 (約)
露天地方面積：	40,992 平方米 (約)
地積比率：	0.0004 (約)
上蓋覆蓋率：	0.04% (約)
樓宇數目：	1 座
總樓面面積	18 平方米 (約)
住用總樓面面積：	不適用
非住用總樓面面積：	18 平方米 (約)
構築物高度：	3 米 (約)
構築物層數：	1 層

1. INTRODUCTION

Background

- 1.1 **R-riches Property Consultants Limited** has been commissioned by **Real River Limited**¹ (the applicant) to make submission on their behalf to the Town Planning Board (the Board) under Section 16 of the Town Planning Ordinance (Cap. 131) in respect to *Lots 26 (Part), 27 (Part), 28 (Part), 29, 30, 31 RP, 31 S.A, 31 S.B, 32, 33, 34 (Part), 35 (Part), 36, 37 (Part), 345, 346, 347, 348, 349 (Part), 350 (Part), 352 (Part), 353 (Part), 354 (Part), 355 S.A (Part), 355 S.B, 356, 357, 359, 360, 363, 364, 365, 367, 368 S.A, 368 S.B, 369, 370, 371, 372, 373, 374, 375, 376, 377 (Part), 378 (Part), 379, 380, 382 (Part), 383 RP, 383 S.A, 385, 386 (Part), 387 (Part), 400 (Part), 401 (Part), 402 (Part), 403, 404 S.A-C, 405, 406, 407, 408, 409, 410, 411, 412 (Part), 413, 414, 415, 416, 422 RP (Part), 422 S.B (Part), 423, 424 (Part), 426 RP (Part), 426 S.A (Part), 426 S.C, 426 S.D (Part), 428 (Part), 429, 430, 431 S.A-F (Part), 432 (Part), 433 (Part), 434 (Part) and 435 (Part) in D.D. 126 and Adjoining Government Land (GL), Ping Shan, Yuen Long, New Territories (the Site) (Plans 1 to 3).*
- 1.2 The applicant would like to use the Site for '**Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land and Pond**' (the proposed development). The Site currently falls within an area zoned "Recreation" ("REC") on the Approved Ping Shan Outline Zoning Plan (OZP) No.: S/YL-PS/20 (**Plan 2**). According to the Notes of the OZP, the applied use is not a column one nor column two use within the "REC" zone, which requires 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** and **Appendices I and II**). Assessments to mitigate potential adverse impacts will be submitted, if required, at a later stage for the consideration of relevant government bureaux/departments and members of the Board.

¹ **Real River Limited** 正河有限公司 (the applicant) is authorized by **Crown Motors Limited** 皇冠汽車有限公司 (the affected business operator) to facilitate the relocation of the existing affected business premises in Ping Shan. 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 public housing development near Tin Tsz Road in Tin Shui Wai

- 2.1 The current application is intended to facilitate the relocation of the affected business premises in Ping Shan due to land resumption and to pave way for the public housing development near Tin Tsz Road in Tin Shui Wai. The site of the affected premises is covered with a valid planning application (No. A/YL-PS/653) for the same applied use, which was approved by the Board in 2022. The last 3 applications (Nos. A/YL-PS/405, 511 & 579) covering the same site for the same applied use were approved by the Board between 2013 and 2019. All time-limited approval conditions had been complied with (**Plans 4 to 6**).
- 2.2 The affected premises currently falls within an area zoned "Residential (Group A)6", "REC" and "Village Type Development" on the Approved Ping Shan OZP No.: S/YL-PS/20 (**Plan 5**). According to the implementation programme, the applicant's affected premises falls within the land resumption limit for the public housing development near Tin Tsz Road in Tin Shui Wai (**Plan 6**). 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 the affected premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership or accessibility (**Appendix II and Plan 7**). After a lengthy site-searching process, the Site was identified for relocation as it is relatively flat, in close proximity to the original premises and easily accessible by public roads.

Applied Use Is the Same as the Affected Business in Ping Shan

- 2.4 The proposed development involves the operation of an open storage of vehicle with ancillary facilities to support the daily operation of the Site. The applied use is the same as the affected premises in Ping Shan. Details of the original premises are shown at **Table 1** below.

Table 1 – Differences between the Original Premises and the Site

	Original Premises (a)	The Site (b)	Difference (a) – (b)
Site Area	45,870 m ²	41,010 m ²	-4,860 m ² , -11%
Gross Floor Area (GFA)	6 m ²	18 m ²	+12 m ² , +200%

2.5 The Site is mostly uncovered (i.e. 40,992 m², 99.97%) and designated for open storage use, vehicle parking spaces and loading/unloading (L/UL) area, in order to support the daily operation of the Site. A substantial amount of circulation space is reserved at the Site in order to increase the Site's overall efficiency, as well as to minimize the potential adverse traffic impacts to the surrounding road network.

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

2.6 Although the Site falls within area zoned "REC" on the Approved Ping Shan OZP No.: S/YL-PS/20, the Site has been vacant without any known programme for long-term development. Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "REC" zone and would better utilize deserted land in the New Territories.

2.7 Despite the fact that the proposed development is not in line with the planning intention of the "REC" 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 "REC" zone.

The proposed development is not incompatible with surrounding land uses

2.8 The surrounding areas of the Site are considered to be predominately in semi-rural character comprising unused/vacant land partly covered with vegetation, fishponds, temporary structures and village houses. The proposed development is considered not incompatible with surrounding land uses. Upon approval of the current application, the applicant will make effort in complying with approval conditions in relation to fire services and drainage aspects, so as to minimize potential adverse impacts arisen from the proposed development.

3. SITE CONTEXT

Site Location

- 3.1 The Site is located approximately 550 m east of Tin Wah Road; 2.3 km north of Tin Shui Wai MTR Station; 4.0 km northwest of Long Ping MTR Station; and 800 m north of the original premises (**Plan 7**).

Accessibility

- 3.2 The Site is accessible from Tin Wah Road via a local access (**Plan 1**).

Existing Site Condition

- 3.3 The Site is currently vacant, generally flat and partly covered with vegetation (**Plans 1, 3 and 9**).

Surrounding Area

- 3.4 The Site is mainly surrounded by unused/vacant land partly covered with vegetation, ponds, temporary structures and village houses (**Plans 1, 3 and 9**).
- 3.5 To its immediate north is unused/vacant land covered with vegetation. To its further north are some ponds;
- 3.6 To its immediate east is unused/vacant land covered with vegetation, village houses in Shing Uk Tsuen and some ponds. To its further east is Yuen Long InnoPark.
- 3.7 To its immediate south is a vegetated slope scattered with some graves. To its further south are the Hong Kong Archery Association Lam Sim Fook Archery Range and Wang Chau Service Reservoir.
- 3.8 To its immediate west are a vegetated knoll and the sites of a shop and services (No. A/YL-PS/675), a public vehicle park (No. A/YL-PS/698) and filling of land for permitted agricultural use (No. A/YL-PS/694) approved by the Board between 2023 and 2024. To its further west is Tin Shui Wai New Town.

4. PLANNING CONTEXT

Zoning of the Site

- 4.1 The Site falls within an area zoned "REC" on the Approved Ping Shan OZP No.: S/YL-PS/20 (**Plan 2**). According to the Notes of the OZP, the applied use is not a column one nor column two use within the "REC" zone, which requires planning permission from the Board.

Planning Intention

- 4.2 The planning intention of the "REC" zone is *primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.*

Filling of Land and Pond Restrictions

- 4.3 According to the Remarks of the "REC" zone, any **filling of land/pond**, 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 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 draft development permission area plan without the permission from the Board under S.16 of the Ordinance.

Previous Application

- 4.4 Portion of the Site was subject of 3 previous planning application for 'war game centre' use submitted by different applicants, which were approved by the Board between 2009 and 2015.

Similar Application

- 4.5 There are 9 similar planning applications (Nos. A/YL-PS/602, 603, 612, 653, 680, 685, 695 & 721) for 'open storage' use within/straddling the "REC" zone on the same OZP approved by the Board between 2020 and 2023.

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

- 4.6 The Site falls within **Category 3 area**, which are those outside Category 1, 2 and 4 areas. Within these areas, "existing" and approved open storage and port back-up uses are to be contained and further proliferation of such uses is not acceptable. Applications falling within Category 3 areas would normally not be favourably

considered unless the applications are on sites with previous approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). In that connection, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions, a planning permission could be granted on a temporary basis up to a maximum period of 3 years.

- 4.7 The Site falls within Category 3 area of *TPB PG-No. 13G (Plan 8)*, the proposed development would not generate significant adverse impacts on the surrounding areas. In addition, the original premises will be resumed by the Government to facilitate the public housing development near Tin Tsz Road in Tin Shui Wai. Approval of the current application is in line with *TPB PG-No. 13G* and would not set an undesirable precedent within the Category 3 area. It should be considered on individual merits given the special background of the applicant.

Land Status of the Site

- 4.8 The Site consists of 86 private lots in D.D. 126, i.e. *Lots 26 (Part), 27 (Part), 28 (Part), 29, 30, 31 RP, 31 S.A, 31 S.B, 32, 33, 34 (Part), 35 (Part), 36, 37 (Part), 345, 346, 347, 348, 349 (Part), 350 (Part), 352 (Part), 353 (Part), 354 (Part), 355 S.A (Part), 355 S.B, 356, 357, 359, 360, 363, 364, 365, 367, 368 S.A, 368 S.B, 369, 370, 371, 372, 373, 374, 375, 376, 377 (Part), 378 (Part), 379, 380, 382 (Part), 383 RP, 383 S.A, 385, 386 (Part), 387 (Part), 400 (Part), 401 (Part), 402 (Part), 403, 404 S.A-C, 405, 406, 407, 408, 409, 410, 411, 412 (Part), 413, 414, 415, 416, 422 RP (Part), 422 S.B (Part), 423, 424 (Part), 426 RP (Part), 426 S.A (Part), 426 S.C, 426 S.D (Part), 428 (Part), 429, 430, 431 S.A-F (Part), 432 (Part), 433 (Part), 434 (Part), 435 (Part) in D.D. 126, with private land area of 39,896 m² (about) of Old Schedule Lots held under Block Government Lease. Apart from the above private lots, the Site also consists of 1,114 m² (about) of GL (**Plan 3**).*
- 4.9 Given that there is restriction on the erection of structures without the prior approval from the Government, the applicant will submit applications for Short Term Waiver (STW) and Short Term Tenancy (STT) to the Lands Department to make way for the erection of the proposed structure at the Site and the occupation of GL 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 41,010 m² (about), including 1,114 m² (about) of GL. Details of development parameters are shown at **Table 2** below.

Table 2 – Development Parameters

Site Area	41,010 m ² (about), including 1,114 m ² (about) of GL
Covered Area	18 m ² (about)
Uncovered Area	40,992 m ² (about)
Plot Ratio	0.0004 (about)
Site Coverage	0.04% (about)
Number of Structure	1
Total GFA	18 m ² (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	18 m ² (about)
Building Height	3 m (about)
No. of Storey	1

- 5.2 A single-storey structure is proposed at the Site for guardroom use with total GFA of 18 m² (about), the remaining open area is reserved for open storage of vehicle, vehicle parking spaces and L/UL area (**Plan 10**). Details of the structure are shown at **Table 3** below.

Table 3 – Details of the Proposed Structure

Structure	Use	Covered Area	GFA	Building Height
B1	Guardroom	18 m ²	18 m ²	3 m (about) (1-storey)
Total		18 m² (about)	18 m² (about)	-

Filling of Pond at the Site

- 5.3 The filling of pond for 13,394 m² (about) under the current application intends to regularize the current state of the Site, at which the previously existed ponds had already been filled as early as the 1990s. Therefore, no further filling of pond will be carried out after obtaining planning permission from the Board (**Plan 11**).

Filling of Land at the Site

5.4 The Site, including the filled ponds mentioned in Section 5.3 above, is proposed to be entirely filled with concrete of not more than 0.1 m in depth (from the range of +5.7 mPD and +9.7 mPD to the range of +5.8 mPD and +9.8 mPD) for open storage of vehicle, site formation of structure, parking space, and L/UL and circulation area (**Plan 11**). As the Site is currently of soiled ground, concrete site formation is required to provide a relatively flat and solid surface for the applied use. Hence, hard-paving of the Site is considered required and has been kept to minimal to meet the operation need of the proposed development.

Operation Mode

5.5 The Site is designated for open storage of about 2,250 vehicles including private cars (PCs), light goods vehicles (LGVs) and light buses (LBs), which are the same as those in the original premises. The area designated for open storage of vehicle is 33,358 m² (about) (i.e. about 81% of the site area). Operation hours are Monday to Saturday from 09:00 to 18:00. There is no operation on Sunday and public holidays.

5.6 It is estimated that the Site would be able to accommodate not more than 3 staff. As no shopfront is proposed at the Site, visitor is not anticipated at the Site.

Minimal Traffic Impact

5.7 The Site is accessible from Tin Wah Road via a local access (**Plan 1**). A 9 m (about) wide ingress/egress is provided at the northwestern part of the Site (**Plan 10**). Two private car parking spaces are provided at the Site for staff use. Container vehicles will be deployed for the transportation of vehicles into/out of the Site during non-peak hours (i.e. between 10:00 and 17:00). Details of the parking space provision are shown at **Table 4** below:

Table 4 – Provision of Parking Spaces

Type of Space	No. of Space
Parking space for private cars - 2.5 m (W) x 5 m (L)	2

5.8 Sufficient space is provided for vehicle to manoeuvre smoothly within the Site to ensure that no vehicle will be allowed to queue back to or reverse onto/from the Site to the public road (**Plan 12**). Staff is deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian safety. The breakdown of estimated trip generation/attraction of proposed development at AM and PM peak hours are provided at **Table 5** below.

Table 5 – Estimated Trip Generation/Attraction

Time Period	Estimated Trip Generation/Attraction				
	Private Car		Container Vehicle		2-Way Total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (09:00 – 10:00)	1	0	0	0	1
Trips at <u>PM peak</u> per hour (17:00 – 18:00)	0	1	0	0	1
Average trip per hour (10:00 – 17:00)	0.5	0.5	2	2	5

- 5.9 As the estimated vehicular trips generated/attracted by the proposed development are minimal, adverse traffic impact to the surrounding road network should not be anticipated.

Minimal 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 the Environmental Protection Department (EPD) to minimize adverse environmental impacts and nuisance to the surrounding areas. The applicant will also comply with all environmental protection/pollution control ordinances, i.e. *Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance* etc. at all times during the planning approval period.
- 5.11 During the construction stage, the applicant will follow the good practices stated in *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 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.
- 5.12 For the operation of the proposed development, 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.
- 5.13 2.5 m high solid metal fencing will be erected along the site boundary to minimize noise nuisance to the surrounding area. The boundary wall will be installed

properly by a licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on the boundary wall. In addition, maintenance will be conducted by the applicant on a regular basis.

Minimal Landscape Impact

5.14 No old and valuable tree or protected species has been identified at the Site. Due to proposed hard-paving works for open storage and vehicle circulation purposes, 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.

Minimal Drainage Impact

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

Fire Safety Aspect

5.16 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 the Fire Services Department.

6. CONCLUSION

- 6.1 The current application is intended to facilitate the relocation of the applicant's business premises in Ping Shan, which will be affected by the public housing development near Tin Tsz Road in Tin Shui Wai. Whilst the applicant attempted to relocate their premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable. Since the applied use is the same as the affected business premises, approval of the application could facilitate relocation prior to land resumption, thereby minimize the impact on the implementation programme of the public housing development.
- 6.2 Although the Site is not in line with the long-term planning intention of the "REC" zone, the Site has been vacant without any known programme for long-term development. Hence, approval of the application on a temporary basis would not frustrate the long-term planning intention of the "REC" zone and better utilize deserted land in the New Territories.
- 6.3 The Site is surrounded by unused/vacant land, ponds, temporary structures, and is closely connected to nearby public road network; the proposed development is considered not incompatible with the surrounding areas. Despite the fact that the Site falls within Category 3 area of *TPB PG-No. 13G*, given that the application's special background to facilitate the public housing development near Tin Tsz Road in Tin Shui Wai, approval of the current application would not set an undesirable precedent within the "REC" zone and Category 3 area, 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 and 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 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 Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land and Pond**'.

R-riches Property Consultants Limited

October 2024

APPENDICES

- Appendix I** Details of the Affected Business Premises
- Appendix II** Details of Alternative Sites for Relocation



Appendix I

Details of the Affected Business Premises



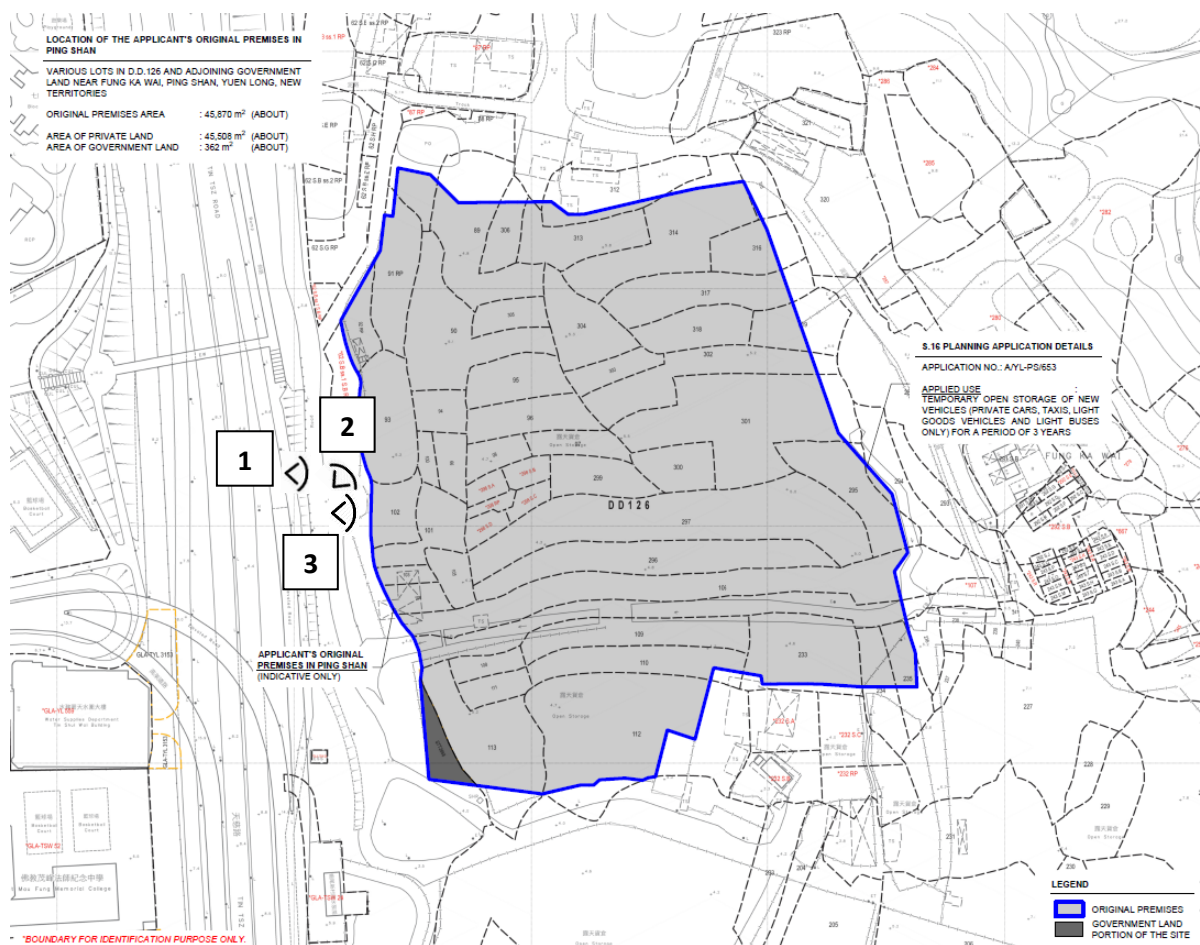
Appendix I – Details of the Affected Business Premises

Company Name: **Crown Motors Limited**
(authorised Real River Limited as applicant of the current application)

Details of Business Premises

Location: Various Lots in D.D. 126 and adjoining Government Land near Fung Ka Wai,
Ping Shan, Yuen Long, New Territories

Use of Premises: Open Storage of Vehicle





*Proposed Temporary Open Storage of Vehicle with Ancillary Facilities
for a Period of 3 Years and Associated Filling of Land and Pond in "Recreation" Zone,
Various Lots in D.D. 126 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories*



Appendix II

Details of Alternative Sites for Relocation



Appendix II – Alternative Sites for the Relocation of the Applicant’s Original Premises in Ping Shan, Yuen Long

Alternative Sites/ Application Site	Site 1	Site 2	Site 3	Site 4	Site 5	Application Site
Location	Various Lots in D.D. 104, Tai Sang Wai, Yuen Long, New Territories	Various Lots in D.D. 93, Ma Tso Lung, New Territories	Various Lots in D.D. 9, Kau Lung Hang, Tai Po, New Territories	Various Lots in D.D. 89, Man Kam To, New Territories	Various Lots in D.D. 78, Lin Ma Hang, New Territories	Various Lots in D.D. 126, Ping Shan, Yuen Long, New Territories
Site Area	73,160 m ² (about)	30,190 m ² (about)	11,045 m ² (about)	16,256 m ² (about)	24,446 m ² (about)	41,010 m ² (about)
Accessibility	Accessible from Kam Pok Road West via a local access	Accessible from Ma Tso Lung Road via a local access	Accessible from Tai Wo Service Road via a local access	Accessible from Man Kam To Road via a local access	Accessible from Lin Ma Hang Road via a local access	Accessible from Tin Wah Road via a local access
Distance from Original Premises	12.6 km (about)	20.0 km (about)	29.5 km (about)	24.1 km (about)	27.5 km (about)	0.8 km (about)
Outline Zoning Plan	Draft Nam Sang Wai OZP No.: S/YL-NSW/9	Approved Ma Tso Lung and Hoo Hok Wai OZP No.: S/NE-MTL/3	Approved Kau Lung Hang OZP No.: S/NE-KLH/11	Approved Fu Tei Au and Sha Ling OZP No. S/NE-FTA/18	Approved Ta Kwu Ling North OZP No.: S/NE-TKLN/2	Approved Ping Shan OZP No.: S/YL-PS/20
Zoning	"Conservation Area" ("CA")	"CA(1)"	"Green Belt" ("GB")	"Agriculture"	"Recreation" ("REC")	"REC"
Existing Condition	Occupied by fishponds and footpath	Mostly vacant, covered with vegetation and occupied by fishpond.	Covered with vegetation and woodland	Vacant and generally flat and majority of the Site is covered with vegetation	Mostly vacant and partially hard-paved	Vacant, generally flat and partly covered with vegetation
Surrounding Area	Surrounded by fishpond and footpath	Surrounded by vegetation, pond, some GIC uses and residential use	Surrounded by agricultural activities and vacant land covered with vegetation and woodland	Surrounded by vacant land, woodland, public roads and temporary structures	Surrounded by vacant land, woodland, public roads, temporary structures and village houses	Surrounded by ponds, unused/vacant land, village houses and temporary structures
Suitability for Relocation	<u>Not suitable</u> for relocation - 59% <u>larger</u> than the original premises - Within the "CA" zone and Wetland Conservation Area - Not compatible with the surrounding area	<u>Not suitable</u> for relocation - 34% <u>smaller</u> than the original premises - Within the "CA(1)" zone - Not compatible with the surrounding area - Relatively distanced from original premises - Remote location	<u>Not suitable</u> for relocation - 76% <u>smaller</u> than the original premises - Within the "GB" zone - Site area is too small for current business - Active agricultural activities - Not compatible with the surrounding area	<u>Not suitable</u> for relocation - 76% <u>smaller</u> than the original premises - Not compatible with the surrounding area - Relatively distanced from original premises - Remote location	<u>Not suitable</u> for relocation - 65% <u>smaller</u> than the original premise - Remote location - Relatively distanced from the original premises - Not compatible with the surrounding area	<u>Comparatively suitable</u> for relocation: - In close proximity to the original premises, built-up area and major road network - Relatively flat and mostly vacant - No active agricultural activities