



Ref.: ADCL/PLG-10328/R001

Section 16 Planning Application

Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years

Lot Nos. 340 RP (Part), 341 RP (Part), 342 RP (Part), 343 RP, 344 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

Planning Statement

Address:

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Prepared by

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December 2025

EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as "the Board") in support of a planning application (hereinafter referred to as "the current application") for **Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years** (hereinafter referred to as "the applied use") at Lot Nos. 340 RP (Part), 341 RP (Part), 342 RP (Part), 343 RP, 344 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories (hereinafter referred to "the application site"). The Planning Statement serves to provide background information and planning justifications in support of the applied use in order to facilitate consideration by the Board.

The application site falls with an area zoned "Agriculture" ("AGR") on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18 gazetted on 19.04.2024. As detailed throughout this Planning Statement, the applied use is well justified on the grounds that:-

- (a) *The applied use aligns with government policy in supplying logistic land, supporting the development of logistic industry and promoting cross-boundary business services;*
- (b) *The current application facilitates the relocation of existing brownfield operations affected by government projects and allow better utilization use of available vacant land;*
- (c) *The applied use is subject to a previous application approved by the Board for the same use;*
- (d) *The applied use falls under Category 2 areas as per the Town Planning Board Guidelines (TPB PG-No. 13G);*
- (e) *The applied use is considered compatible with the surrounding land uses and has no adverse impact on the surroundings land uses and neighbourhood;*
- (f) *The applied use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the "AGR" zone or any planned infrastructural developments at the application site and its neighbourhood;*
- (g) *No adverse traffic, landscape, visual, environmental and drainage impacts arising from the applied use are anticipated; and*
- (h) *The applied use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the applied use for a temporary period of 3 years.



行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書旨在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」）作臨時露天存放貨櫃及汽車修理工場連附屬設施及相關填土及填塘工程（為期三年）（以下簡稱「申請用途」）。該申請涉及的地點位於新界上水缸瓦甫丈量約份第 87 約地段第 340 號餘段（部分）、第 341 號餘段（部分）、第 342 號餘段（部分）、第 343 號餘段及第 344 號（部分）及毗連政府土地（以下簡稱「申請地點」）。此規劃報告書提供該申請的背景及規劃理據以支持申請用途予城規會考慮。

申請地點位於 2024 年 4 月 19 日刊憲之虎地坳及沙嶺分區計劃大綱核准圖編號 S/NE-FTA/18（以下簡稱為「大綱核准圖」）劃為「農業」地帶。此規劃報告書詳細闡述該申請的規劃理據，當中包括：

- (一) 申請用途符合政府供應物流用地政策，有助推動物流業發展及促進跨境商業服務；
- (二) 該申請旨在協助受政府工程影響的現有棕地作業遷移，並使現有空置土地得以更有效運用；
- (三) 申請用途符合城規會先前核准之相同用途申請；
- (四) 根據城市規劃委員會指引 (TPB PG-No. 13G)，申請用途屬於第二類地區；
- (五) 申請用途與周邊土地用途相容，且不會對周邊土地用途和鄰近地區造成不良影響；
- (六) 申請用途為臨時用途。申請用途不會妨礙落實大綱核准圖中「農業」地帶的長遠規劃意向，亦不會妨礙申請地點及其附近的任何已規劃的基礎設施發展；
- (七) 預計申請用途不會對交通、景觀、視覺、環境及排水造成不良影響；及
- (八) 考慮到附近已有類似該申請的規劃申請獲批准，申請用途並不會立下不良先例。

鑑於以上及此規劃報告書所提供的詳細規劃理據，敬希城規會各委員酌情考慮批准該申請作臨時三年申請用途。

Table of Contents

1. INTRODUCTION	3
1.1 Purpose	3
1.2 Background	3
1.3 Objectives	4
1.4 Structure of the Planning Statement	4
2. SITE PROFILE	5
2.1 Location and Current Conditions of the Application Site	5
2.2 Surrounding Land-use and Characteristics	5
3. PLANNING CONTEXT	6
3.1 Statutory Planning Context	6
3.2 Previous Application	6
3.3 Similar Applications	6
3.4 Town Planning Board Guidelines (TPB PG-No. 13G)	7
4. THE DEVELOPMENT PROPOSAL	8
4.1 Site Configuration, Layout and Operation	8
4.2 Traffic Considerations	10
4.3 Landscape and Visual Consideration	10
4.4 Environmental Consideration	10
4.5 Provision of Drainage Facilities	11
5. PLANNING JUSTIFICATIONS	12
5.1 In Line with Government Direction in Supplying Logistic Land to Support the Development of Logistic Industry and Promoting Cross-Boundary Business Services	12
5.2 Facilitate Relocation of Existing Brownfield Operations Affected by Government Project and Allow Better Utilization Use of Available Vacant Land	12
5.3 Subject to a Previous Application Approved for the Same Use	12
5.4 Not Contrary to the Town Planning Board Guidelines (TPB PG-No. 13G)	12
5.5 Compatible with Land Uses of the Surrounding Areas	13
5.6 Not Jeopardizing the Planning Intention of “AGR” Zone	13
5.7 No Adverse Traffic, Landscape, Visual, Environmental nor Infrastructural Impacts	13
5.8 Not Setting an Undesirable Precedent	14
6. CONCLUSION	15

List of Figures

Figure 1	Extract of Lot Index Plan (No. ags_S00000124598_0001)
Figure 2	Extract of Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18
Figure 3	Indicative Layout Plan
Figure 4	Land Filling Plan
Figure 5	Indicative Plan Showing the Location of Existing Operations

List of Tables

Table 1	Similar Planning Applications in the Past Five Years
Table 2	Proposed Key Development Parameters
Table 3	Key Development Parameters for the Proposed Structures

List of Appendices

Appendix 1	Drainage Proposal
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1. INTRODUCTION

1.1 Purpose

1.1.1 Pursuant to section 16 of the Town Planning Ordinance (Cap. 131), this *Planning Statement* is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years (hereinafter referred to as “the applied use”) at Lot Nos. 340 RP (Part), 341 RP (Part), 342 RP (Part), 343 RP, 344 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories (hereinafter referred to as “the application site”). This Planning Statement serves to provide background information and planning justifications in support of the applied use in order to facilitate consideration by the Board. The location of the application site is shown in **Figure 1**.

1.1.2 The application site currently falls within an area zoned “Agriculture” (“AGR”) on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18 gazetted on 19.04.2024 (hereinafter referred to as “the Current OZP”) (**Figure 3** refers). As stipulated in the Notes of the Current OZP, temporary use or development not exceeding a period of 3 years requires planning permission from the Town Planning Board, notwithstanding that the use or development is not provided for in terms of the OZP. Besides, filling of land and/or ponds in the “AGR” zone also requires planning permission from the Board. In this connection, the applicant intends to seek planning permission from the Board for the applied use on a temporary basis for a period of three years.

1.1.3 Prepared on behalf of *Hing Yan Hong Company Limited* (hereinafter referred to as “the Applicant”), Aikon Development Consultancy Limited has been commissioned to prepare and submit the current application.

1.2 Background

1.2.1 The Applicant is a long-established logistics company with over 30 years of experience facilitating cross-border transshipment of goods essential to Hong Kong's trade. The Applicant currently supports the cross-border freight industry, specifically container vehicles using the Man Kam To Boundary Control Point, operating daily from 8:00 am to 10:00 pm.

1.2.2 The Applicant, which currently occupies a substantial land parcel of approximately 28,000m²(or 300,000ft²) at No. 5A Jockey Club Road, Sheung Shui, is subject to a relocation notice from the Lands Department to facilitate the development of the Kwu Tong North/Fanling North New Development Area.

1.2.3 Upon notification for the resumption of the existing site, an extensive land search was conducted by the Applicant. To ensure the continuity of its operations and safeguard

the livelihoods of its employees, the Applicant was compelled to select part of the application site for the initial phase of its relocation. The applicant submitted a planning application (No. A/NE-FTA/254) which was approved with condition on 20.12.2024. Site formation works has been implementation with construction works in progress. However, since this site only measures approximately 3,060m², which is about 10% of current operating space, the Applicant has continued to search for additional locations to fully accommodate its existing spatial needs.

1.2.4 A subsequent round of land searching concluded that other sites were unsuitable, failing criteria such as location, size/area, proximity to the border/suppliers, and statutory planning context. While site works at the site has been carried out and it is considered suitable to relocate some of the remaining part of the existing operations to the application site to meet immediate operational needs. Recognizing the application site's operational suitability, the Applicant acquired adjoining private lots and plans to incorporate the adjacent vacant government land to better utilize land resources. The application site covers 6,214m² which constitutes approximately 22% of the existing operational area.

1.3 Objectives

1.3.1 The current application strives to achieve the following objectives:-

- (a) *To fully utilise the land resources falling within “AGR” zone for temporary uses that are beneficial to the community, viable in operation, and compatible with the character of the surrounding environment without hindering the long-term planning intention of “AGR” zone; and*
- (b) *To induce no additional adverse environmental or infrastructural impacts on the surrounding areas.*

1.4 Structure of the Planning Statement

1.4.1 This Planning Statement is divided into 6 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the application site in terms of the current land-use characteristics and neighbouring developments. Planning context of the application site is reviewed in **Chapter 3** whilst **Chapter 4** provides details of the applied use. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarises the concluding remarks for the applied use.

2. SITE PROFILE

2.1 Location and Current Conditions of the Application Site

2.1.1 The application site is accessible via a local track leading to Kong Nga Po Road. Following the approval of the previous application (No. A/NE-FTA/245), the application site has been paved with land filling works implemented. The Applicant has applied to the Lands Department for a Short-Term Waiver and on-site construction work is in progress for the erection of temporary structures. The land is currently not arable and cannot temporarily be rehabilitated for cultivation without extensive earth works.

2.2 Surrounding Land-use and Characteristics

2.2.1 The surrounding areas of the application site are of rural character mainly comprising open storage yards and workshop intermixed with temporary domestic structures, farmland, a plant nursery, vacant land and tree clusters. To the immediate north of the site situates a vehicle repair workshop and open storage of vehicles covered by a valid planning permission (application No. A/NE-FTA/242).

2.2.2 To the immediate west and further north of the application site is an area zoned "Green Belt" ("GB") generally comprising wooded slopes. To the further west of the application site is an area zoned "Government, Institution or Community (1)" which is planned for co-locating various police facilities in the North District and a proposed police training facility, for which construction is currently in progress.

3. PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 The application site falls within an area zoned "AGR" on the Current OZP (**Figure 2** refers). According to the Notes of the Current OZP, "AGR" zone is intended primarily to '*retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purpose*'. It is also intended to "*retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes*".

3.1.2 As stipulated in the Notes of the Current OZP, "...*temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...*". The Remarks of "AGR" zone of the Current OZP also stated "...*any filling of land shall not be undertaken...without the permission from the Town Planning Board...*". In this connection, the applicant wishes to seek planning permission from the Board for the applied use on a temporary basis of three years.

3.2 Previous Application

3.2.1 The application site is subject to a previous application (No. A/NE-FTA/254) which was approved by the Board for the same use and nature. The applicant is diligently complying with relevant approval conditions and site formation works has been implemented according to the approved scheme.

3.3 Similar Applications

3.3.1 There are similar applications for similar uses within the "AGR" zone(s) on the same Outline Zoning Plan. Details of the similar applications are tabulated in **Table 1** below.

Table 1: Similar Planning Applications

Application No.	Proposed Use(s)	Zoning(s)	Decisions (Date)
A/NE-FTA/195	Proposed Temporary Warehouse and Open Storage of Containers for a Period of 3 Years	"AGR"	Rejected on 6.3.2020
A/NE-FTA/242	Proposed Temporary Vehicle Repair Workshop (Private Car) and Open Storage of Vehicles for a Period of 3 Years and Associated Filling of Land	"AGR"	Approved with condition(s) on a temporary basis (20.9.2024)
A/NE-FTA/246	Proposed Temporary Open Storage of Construction Material and Machinery for a Period of 3 Years and Associated Filling of Land	"AGR"	Approved with condition(s) on a temporary basis (25.10.2024)

Application No.	Proposed Use(s)	Zoning(s)	Decisions (Date)
A/NE-FTA/251	Proposed Temporary Open Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land	"AGR"	Approved with condition(s) on a temporary basis (4.10.2024)
A/NE-FTA/244	Proposed Temporary Open Storage of Construction Materials for a Period of 3 Years and Associated Filling of Land	"AGR"	Approved with condition(s) on a temporary basis (6.12.2024)

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

3.4.1 The application site entirely falls under Category 2 areas in the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) promulgated by the Board in April 2023.

3.4.2 According to the TPB PG-No.13G, “Category 2 are areas mostly without clear planning intention or fixed development programme; areas to be affected by major upcoming infrastructural projects; areas within or close to clusters of open storage, port back-up or other types of brownfield sites/ temporary uses. In addition, the areas should not be subject to high flooding risk. Technical assessments, where appropriate or if required, should be submitted to demonstrate that the proposed uses would not have 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, planning permission could be granted on a temporary basis up to a maximum period of 3 years”.

4. THE DEVELOPMENT PROPOSAL

4.1 Site Configuration, Layout and Operation

4.1.1 The application site has a total area of about 6,214m² (including 2,565m² of Government Land) and it is intended to utilize the application site for the applied use. A 1.8m high fencing will be erected along the application site boundary.

4.1.2 A total of about 1,440m² of the application site (about 23%) is intended for open storage of containers. Six temporary structures are proposed within the application site, providing a gross floor area (GFA) of about 1,243m². The remaining uncovered area would be served as circulation/manoeuvring space and provision of 2 parking space for private cars and heavy goods vehicles (HGVs) as well as a loading and unloading (L/UL) area. Considering the surrounding topography, it is proposed to incorporate a No-Built Zone (976m²) to the west of the application site which no structures would be erected within this area. The Indicative Layout Plan is shown in **Figure 3** whilst the key development parameters for the applied use are detailed in **Table 2 and 3**.

4.1.3 The consolidation area for freight and goods would be a roofed area for reassembling freights, and the vehicle repair workshop would be used for minor vehicle repair works on company cars whenever required. By allowing onsite minor repairs, it could largely limit the possibility of delaying their daily operation caused by offsite repairs. The proposed development will be used by the Applicant's for its daily operations for cross border trading. In sum, freights and goods will be brought to the application site via container vehicles to be reassembled and redirected. In addition, awaiting containers will be stored, and minor vehicle maintenance will be conducted on site. The operation hours are between 8:00 a.m. and 10:00 p.m. from Monday to Sunday.

4.1.4 Since the application site situated with uneven ground level, filling of land and pond were proposed under previous planning application and implemented during the approval period. The current application that involves an increase in site area would align with the proposed levels to form a flat surface for feasible traffic flow and meeting operational requirements. To fulfil the operational needs of the applied use, filling of land and pond and excavation of some portions is required for levelling the level differences is inevitable. Part of the application site (about 5,639m²) would be filled with concrete with a depth of about 2m and filling of pond is proposed with a total area of about 275m² and a depth of about 2.8m. A pond of about 300m² is designated as reserve purpose. The proposed ground level after filling of land is about +27.2mPD to +30.1mPD. The extent of the land filling and pond filling area have been kept to minimal to meet the operational need (**Figure 4** refers).

4.1.5 Regarding the implementation of the development proposal, the Applicant stands ready to apply to the Lands Department for the modification of Short-Term Waiver (STW) for and permitting the structures to be erected once the current application is approved.

Table 2: Key Development Parameters

Applied Use	Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years
Operation Hours	From 8:00a.m. to 10:00 p.m. from Monday to Sunday
Site Area	6,214m ² (including 2,565 m ² of Government Land)
Covered Area	About 919m ² (About 15%)
Uncovered Area	About 5,295m ² (About 85%)
Open Storage Area	About 1,440m ²
No-Built Zone (No Roof Over Area)	About 976m ²
Temporary Structure	
No(s).	6
No. of Storey	Not more than 2 storey
Maximum Height	Not more than 7m
Total Floor Area	About 1,243m ²
Ingress/Egress	11m-Wide
No. of Parking Spaces	
Private Car (5m(L) x 3.5m(W))	2
HGVs (11m(L) x 3.5m(W))	1
Loading/Unloading (L/UL) Area	
(16m(L) x 3m(W))	About 48m ²
Proposed Filling of Land	
Area	5,639 m ²
Depth	Not More than 2m
Materials	Concrete
Proposed Filling of Pond	
Area	275m ²
Depth	Not More than 2.8m
Materials	Concrete

Table 3: Key Development Parameters for the Proposed Structures

Structure	Uses	Roof Area (About)	Floor Area (About)	Building Height (Not More Than)
A	Consolidation Area for Freight and Goods (Open-shed Structure)	299m ²	299m ²	7m (1 storey)
B	Vehicle Repair Workshop (Open-shed Structure)	273m ²	273m ²	7m (1 storey)
C	Ancillary Site Office/ General Storage Uses	162m ²	324m ²	7m (2 storey)
D	Ancillary Site Office/ General Storage Uses	162m ²	324m ²	7m (2 storey)
E	Guard Kiosk	15m ²	15m ²	3m (1 storey)
F	Meter Room	8m ²	8m ²	3m (1 storey)
	Total	919m ²	1,243m ²	NA

4.2 Traffic Considerations

- 4.2.1 The application site can be accessed via local access leading to Kong Nga Po Road, featuring an ingress/egress point of about 11m wide. Within the application site, 2 parking spaces for private cars and HGVs are provided. A loading and unloading area is designated with the application site. Adequate space is allocated for goods vehicles to maneuver easily within the application site, ensuring that no vehicle needs to reverse onto the local access roads.
- 4.2.2 Trip generation/attraction are estimated based on the existing operation. It is estimated the development traffic will be 3 vehicles per hour (9pcu/hour) of one-way or 6 vehicles per hour (18 pcu/hour) of two way. Among these generations, 5-10% of vehicles may need to visit the repair workshop, which is about 1 to 2 vehicles per day. Since the application site will be designated for open storage and minor vehicle repair works purposes, only occasional trips are expected. Therefore, the traffic generated by the proposed development is minimal.
- 4.2.3 In order to minimize any traffic impact, traffic management measures, including the provision of signs at the entrance/exit of the application site and deployment of staff to manage traffic are proposed. It is anticipated that no adverse traffic impacts would arise from the applied use.

4.3 Landscape and Visual Consideration

- 4.3.1 There are no trees observed within the application site boundary, thereby no tree felling is required for the applied use. While there are some existing trees located to the further west of the application site, these existing trees outside the applications site would remain unaffected.
- 4.3.2 Considering the application site is mostly paved and there is no existing tree within the application site, it has very low agricultural value at present. The application site is located in an area of rural character intermixed with warehouse, open storage yards, as such, the proposed development would induce no significant landscape impact and is considered compatible with the surrounding environment.
- 4.3.3 It is proposed that the application site will be fenced off to prevent direct visual contact from outside and the proposed development would be self-contained. In addition, it is proposed to plant suitable trees (i.e. *Cinnamomum burmannii* and *Scheera heptaphylla*) along the application site boundary to enhance overall amenity. The applied use is expected to have no or minimal adverse visual impacts on the surrounding land uses and the overall neighborhood.

4.4 Environmental Consideration

- 4.4.1 No storage of dangerous goods will be carried out at the application site at any time during the planning approval period. The Applicant will strictly follow Environmental Protection Department (EPD)'s latest "Code of Practice on Handling Environmental

Aspects of Temporary Uses and Open Storage Sites (CoP)" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the applied use is anticipated.

4.5 Provision of Drainage Facilities

4.5.1 A Drainage Proposal (**Appendix 1** refers) was prepared to demonstrate that the proposed development should not result in adverse drainage impacts. The Applicant is committed to revising the drainage proposal to the satisfaction of Drainage Services Department and implement any necessary mitigation measures.

5. PLANNING JUSTIFICATIONS

5.1 In Line with Government Direction in Supplying Logistic Land to Support the Development of Logistic Industry and Promoting Cross-Boundary Business Services

5.1.1 The applied use aligns with government policy aimed at providing land for logistics, supporting the growth of the logistics industry, and promoting cross-boundary business services. Approving the current application will enable the Applicant to continue operations that support the Boundary Commerce and Industry Zone as outlined in the Northern Metropolis Action Agenda.

5.2 Facilitate Relocation of Existing Brownfield Operations Affected by Government Project and Allow Better Utilization Use of Available Vacant Land

5.2.1 The current application intends to facilitate relocation of existing brownfield operations affected by government project so as to make way the implementation of the Kwu Tong North/Fanling North New Development Areas. By enabling the continued operation of these displaced brownfield businesses, it could ensure both the timely progression of the development as well as the sustained contribution of the displaced logistics businesses to the economy. Furthermore, it would also promote efficient utilization of available vacant land, thereby supporting overall economic development.

5.3 Subject to a Previous Application Approved for the Same Use

5.3.1 The current application to subject to a previous application approved for the same use, which its operations and nature sought are entirely the same as that of the approved application. The current application intends to expand its scale by incorporating adjoining private lots and vacant government land with a view to accommodating additional part of the affected brownfield operations that required imminent relocation.

5.4 Not Contrary to the Town Planning Board Guidelines (TPB PG-No. 13G)

5.4.1 The application site falls under Category 2 areas in the TPB PG-No. 13G promulgated by the Board in April 2023. According to the TPB PG-No.13G, Category 2 areas are areas mostly without clear planning intention or fixed development programme; areas to be affected by major upcoming infrastructural projects; areas within or close to clusters of open storage, port back-up or other types of brownfield sites/temporary uses. In addition, the areas should not be subject to high flooding risk. Technical assessments, where appropriate or if required, should be submitted to demonstrate that the proposed uses would not have 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, planning permission could be granted on a temporary basis up to a maximum period of 3 years.

5.4.2 Considering that the applied use is well-justified with no adverse impacts on traffic, landscape, visual, drainage, sewerage and environmental aspects in the surrounding areas, the current application is considered not contrary to the TPB PG-No. 13G.

5.5 Compatible with Land Uses of the Surrounding Areas

5.5.1 The surrounding areas of the application site are in rural inland plain landscape character and predominately occupied by open storages, warehouses, temporary structures, tree clusters, active/fallow farmlands and vegetated areas. The applied use is therefore considered to be compatible with the land uses of the surrounding areas. Additionally, planning applications for similar uses are approved in the vicinity of the application site, with site formation works commenced. The applied use is considered to fully commensurate with its local geographical settings and is ideal to attain the utmost land use maximisation without giving rise to detrimental impacts on the surrounding areas.

5.6 Not Jeopardizing the Planning Intention of “AGR” Zone

5.6.1 Considering the close proximity of various adjacent open storage and warehouse uses to the application site, the planning intention of “AGR” zone may hardly be materialized in short term until the surrounding characteristics are entirely and compulsorily required to be utilized for agricultural activities again. In contrast, approving the proposed temporary use under the current application would facilitate ongoing and flexible adaptation to meet the changing demands of land use.

5.6.2 The temporary nature of the applied use under the current application will by no means jeopardize the long-term planning intention of the “AGR” zone, considering that the applied use under the current application is only being applied for a period of 3 years.

5.7 No Adverse Traffic, Landscape, Visual, Environmental nor Infrastructural Impacts

5.7.1 The applied use is considered small in scale with infrequent trips anticipated. The traffic generation/attraction by the applied use is minimal.

5.7.2 A majority of the application site has been paved and there is no existing tree within the application site. The application site has very low agricultural value at present and the proposed development would induce no significant landscape impact. It is proposed that the application site will be fenced off to prevent direct visual contact from outside. This design ensures compatibility with the surrounding land uses, which predominantly consists of open storages and warehouses. As a result, the applied use is expected to have no or minimal adverse visual impacts on the surrounding land uses and the overall neighborhood.

5.7.3 No storage of dangerous goods will be carried out at the application site at any time during the planning approval period. The Applicant is committed to implementing good site practices and adhering to the latest “CoP” and comply with all

environmental protection/ pollution control ordinances, throughout the construction and operation stages of the proposed development, should the application be approved. It is ensured that the proposed development will not generate any unacceptable environmental impacts (including air quality, noise, water quality and waste management), during both the construction and operation phases. Therefore, no adverse environmental impact or misuse of the applied use is anticipated.

5.7.4 Since a majority of the application area has been paved and there will be no significant alteration to the site conditions, it is anticipated that no significant drainage impacts will arise from the applied use.

5.8 Not Setting an Undesirable Precedent

5.8.1 Considering the similar applications being approved by the Board on the same OZP as discussed in **Section 3.3**, no undesirable precedent is expected should the current application be approved.

6. CONCLUSION

6.1 This Planning Statement is submitted to the Board in support of the current application for the applied use at the application site. This Planning Statement serves to provide background information and planning justifications in support of the applied use to facilitate consideration by the Board.

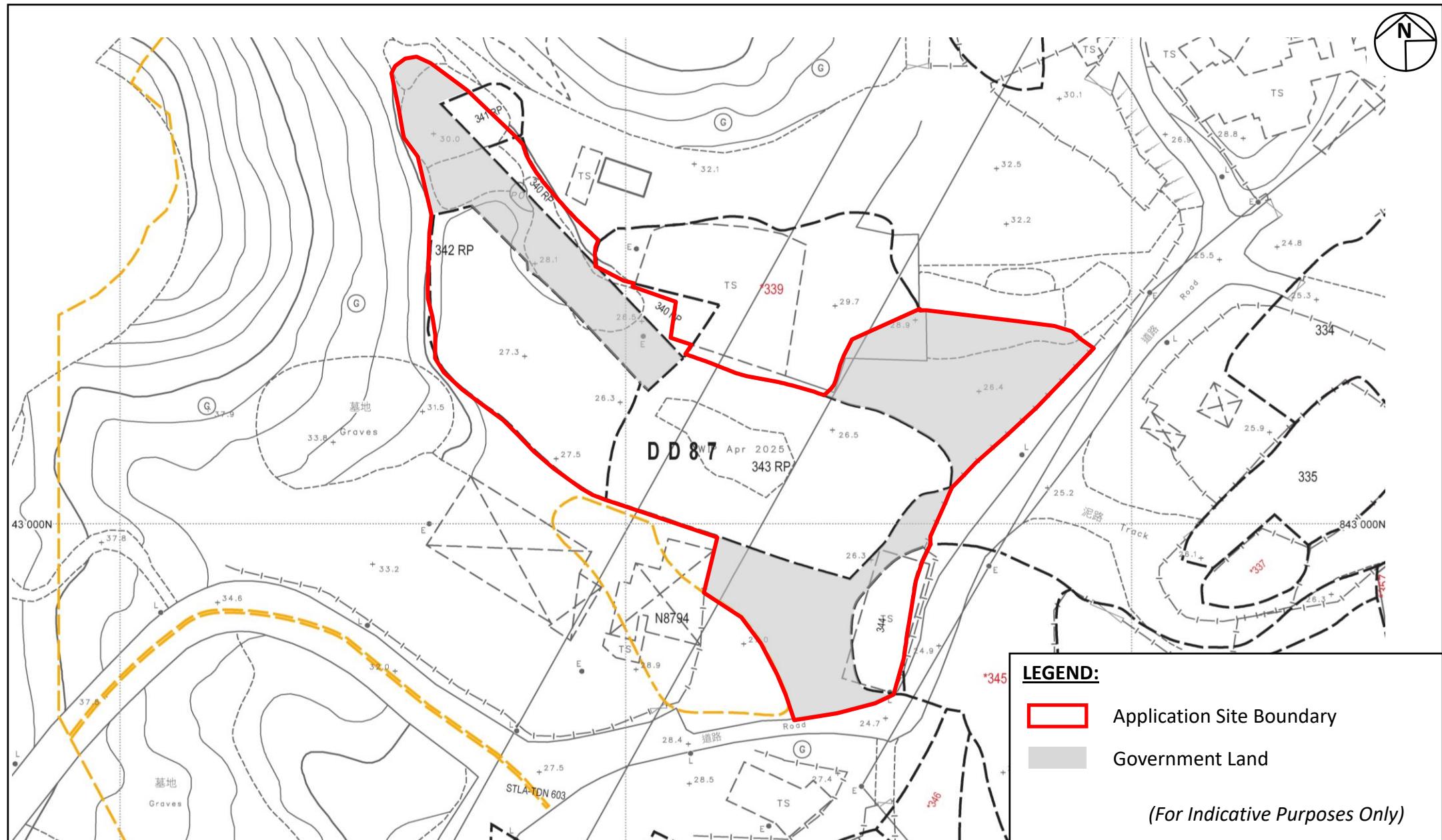
6.2 The application site falls with an area zoned "AGR" on Current OZP. As detailed throughout this Planning Statement, the applied use is well justified on the grounds that:-

- (a) *The applied use aligns with government policy in supplying logistic land, supporting the development of logistic industry and promoting cross-boundary business services;*
- (b) *The current application facilitates the relocation of existing brownfield operations affected by government projects and allow better utilization use of available vacant land;*
- (c) *The applied use is subject to a previous application approved by the Board for the same use;*
- (d) *The applied use falls under Category 2 areas as per the Town Planning Board Guidelines (TPB PG-No. 13G);*
- (e) *The applied use is considered compatible with the surrounding land uses and has no adverse impact on the surroundings land uses and neighbourhood;*
- (f) *The applied use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the "AGR" zone or any planned infrastructural developments at the application site and its neighbourhood;*
- (g) *No adverse traffic, landscape, visual, environmental and drainage impacts arising from the applied use are anticipated; and*
- (h) *The applied use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.*

6.3 In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the applied use for a temporary period of 3 years.

List of Figures

Figure 1	Extract of Lot Index Plan (No. ags_ S00000124598_0001)
Figure 2	Extract of Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18
Figure 3	Indicative Layout Plan
Figure 4	Land Filling Plan
Figure 5	Indicative Plan Showing the Location of Existing Operations



Project:

Section 16 Planning Application for Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years at Lot Nos. 340 RP (Part), 341 RP (Part), 342 RP (Part), 343 RP, 344 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

Title:
Boundary Plan

Ref.: ADCL/PLG-10328 -R001/F001

Figure:
1

Scale:
Not to Scale

Date:
Dec 2025



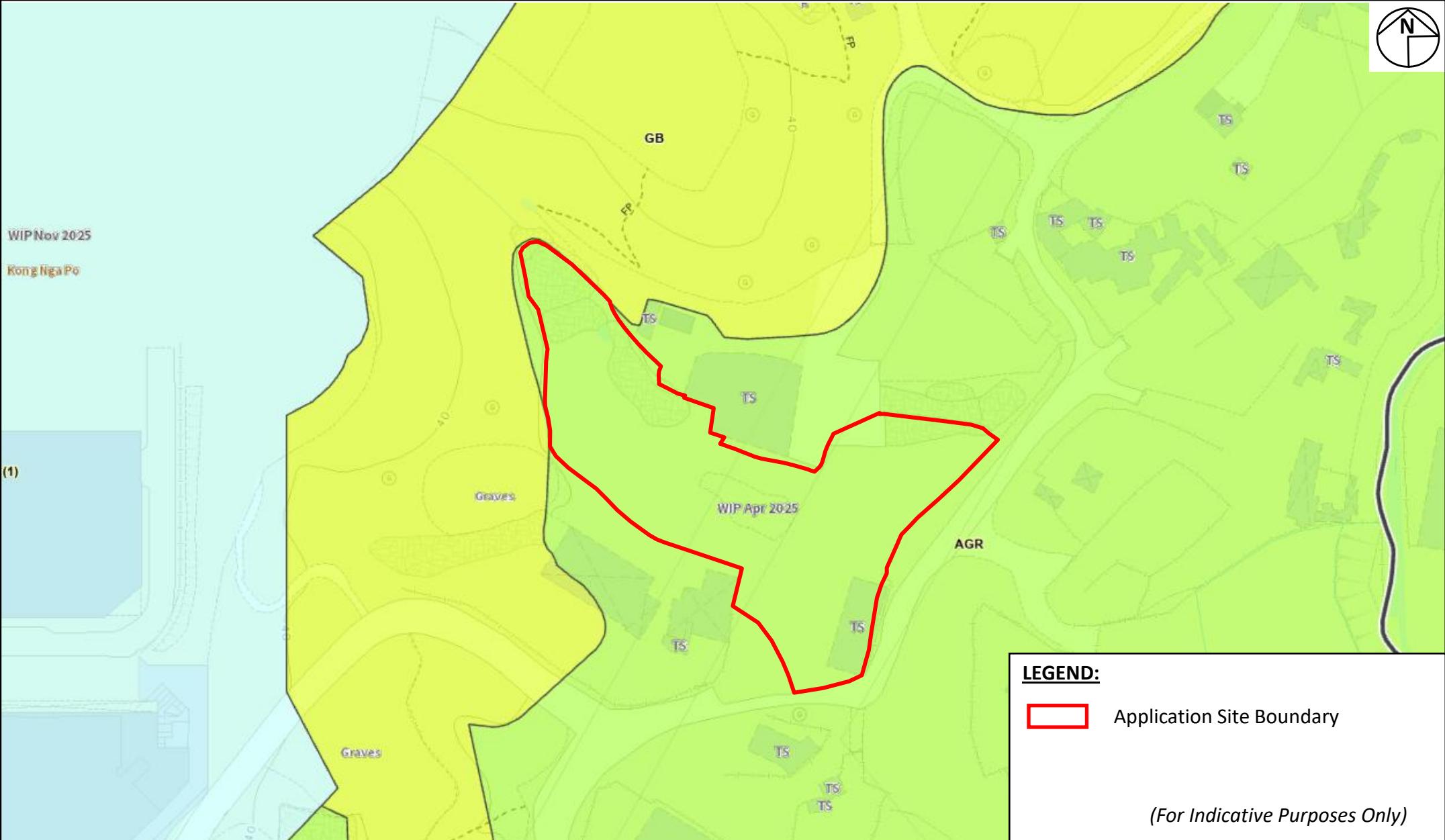
AIKON DEVELOPMENT CONSULTANCY LTD.



WIP Nov 2025

Kong Nga Po

(1)



LEGEND:

Application Site Boundary

(For Indicative Purposes Only)

Project:

Section 16 Planning Application for Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years at Lot Nos. 340 RP (Part), 341 RP (Part), 342 RP (Part), 343 RP, 344 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

Title:

Extract of Approved Fu Tei Au And Sha Ling Outline Zoning Plan No. S/NE-FTA/18

Ref.: ADCL/PLG-10328 -R001/F002

Figure:

2

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Not to Scale

Date:
Dec 2025



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DEVELOPMENT PARAMETERS

APPLICATION SITE : 6,214 SQ.M. (ABOUT)
 COVERED AREA : 919 SQ.M. (ABOUT)
 UNCOVERED AREA : 5,295 SQ.M. (ABOUT)

PARKING AND LOADING/UNLOADING PROVISION

PARKING SPACE (PC) : 1 NOS. (5 M(L) X 3.5 M(W))
 PARKING SPACE (HGV) : 1 NOS. (11 M(L) X 3.5 M(W))
 L/UL AREA : 1 NOS. (16 M(L) X 3 M(W))

LEGEND

Application Site Boundary

Proposed Fencing

Proposed Structure

A: Consolidation Area for Freight and Goods (GFA: about 299 sq.m. / 1 Storey)

B: Vehicle Repair Workshop (GFA: about 273 sq.m. / 1 Storey)

C: Ancillary Site Office/General Storage Uses (GFA: about 324 sq.m. / 2 Storey)

D: Ancillary Site Office/General Storage Uses (GFA: about 324 sq.m. / 2 Storey)

E: Guard Kiosk (GFA: about 15 sq.m. / 1 Storey)

F: Meter Room (GFA: about 8 sq.m. / 1 Storey)

Open Storage Area: Container Stacking (About 1,440 sq.m.)

No-Built Zone (About 976 sq.m.)

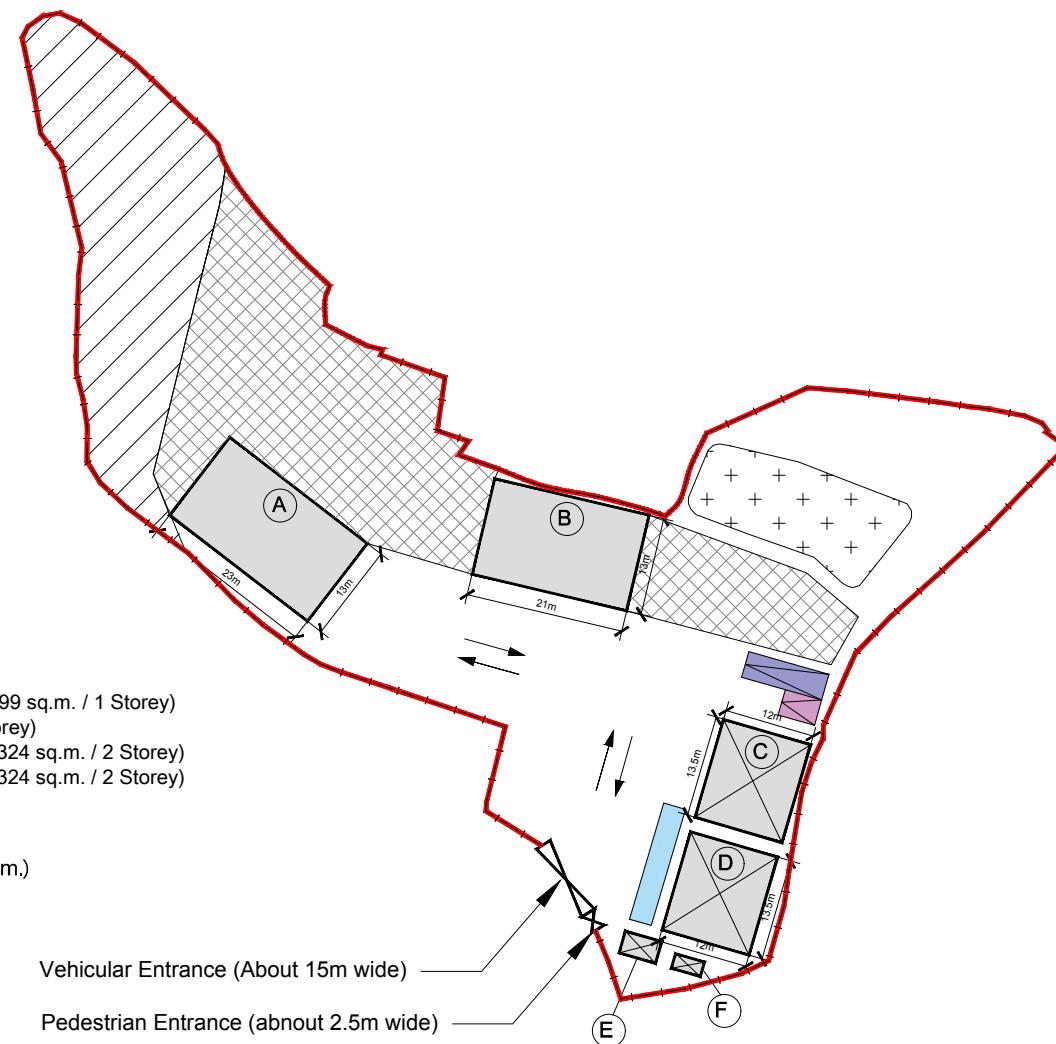
Proposed Pond (About 300 sq.m.)

Loading/Unloading Area

Parking Space (HGV)

Parking Space (PC)

(For identification only)



INDICATIVE LAYOUT PLAN

SCALE 1:1000

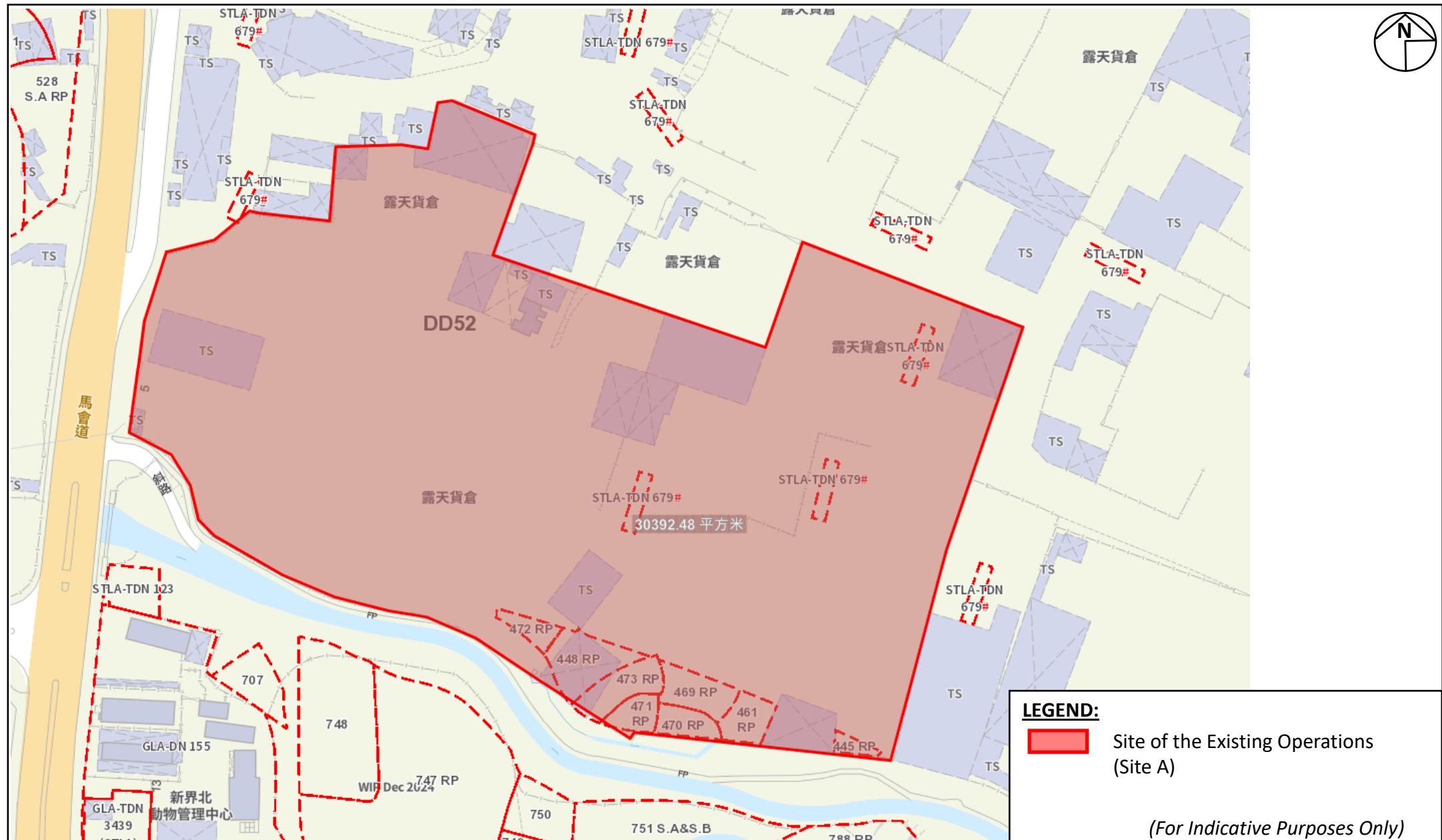
Figure 3



LAND FILLING PLAN

SCALE 1:1000

Figure 4



Project:

Section 16 Planning Application for Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years at Lot Nos. 340 RP (Part), 341 RP (Part), 342 RP (Part), 343 RP, 344 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

Title:

Indicative Plan Showing the Location of Existing Operations

Ref.: ADCL/PLG-10328-R001/F005

Figure:
5

Scale:
Not to Scale

Date:
Dec 2025



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