



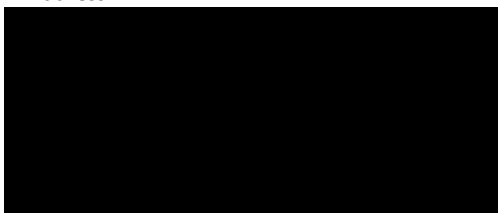
Section 16 Planning Application

Temporary Open Storage of Containers with Ancillary Facilities and Associated Filling of Land and Pond and Excavation of Land 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:



Prepared by
Aikon Development Consultancy Limited

July 2026

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 with Ancillary Facilities and Associated Filling of Land and Pond and Excavation of Land 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”). 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 within areas zoned “Agriculture” (“AGR”) (about 93%), with a minor portion zoned “Green Belt” (“GB”) (about 7%) on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18. 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 logistics land, supporting the development of logistics industry and promoting cross-boundary business services;*
- (b) The current application facilitates the relocation of existing brownfield operations affected by government projects, and facilitates the early implementation of the Kwu Tung North/Fanling North New Development Area;*
- (c) The current application serves to modify the previously approved scheme to enhance local traffic performance and optimize land utilization;*
- (d) The applied use is considered not incompatible with the surrounding land uses;*
- (e) The applied use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the “AGR” and “GB” zones or any planned infrastructural developments at the application site and its neighbourhood;*
- (f) No adverse traffic, visual, environmental or drainage impacts arising from the applied use are anticipated; and*
- (g) The applied use will not set an undesirable precedent as similar applications have been 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 approving 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連附屬設施及相關填土及填塘及挖土工程（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。

根據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」），申請地點劃為「農業」（約 93%），其中一小部分則劃為「綠化地帶」（約 7%）。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，並有助於古洞北 / 粉嶺北新發展區早日落實；
- (三) 該申請旨在修改先前獲批的方案，以改善當地交通狀況並優化土地利用；
- (四) 申請用途被視為與周邊土地用途並無衝突；
- (五) 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」及「綠化地帶」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；
- (六) 預計申請用途不會對交通、視覺、環境或排水造成不良影響；及
- (七) 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。

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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 with Ancillary Facilities and Associated Filling of Land and Pond and Excavation of Land 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. **Figure 1** and **Figure 2** indicate the location of the application site.
- 1.1.2 The application site currently falls within areas zoned “Agriculture” (“AGR”) (about 93%), with a minor portion zoned “Green Belt” (“GB”) (about 7%) on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18 (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.
- 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. The Applicant occupies a substantial land parcel of approximately 28,000m²(or 300,000ft²) at No. 5A Jockey Club Road, Sheung Shui (**Figure 6** refers), and is subject to a relocation notice from the Lands Department to facilitate the development of the Kwu Tong North/Fanling North New Development Area.
- 1.2.2 Upon notification regarding 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 required to identify relocation arrangements. Two planning applications (No. A/NE-FTA/245 and A/NE-FTA/273) were submitted and subsequently approved with conditions on 20.12.2024 and 13.3.2026 respectively. The latest approved application under No. A/NE-FTA/273 for ‘proposed temporary open storage of containers and vehicle repair workshop with ancillary facilities and associated filling of land and pond for a period of three years’,

involves a site area of about 6,214m² representing approximately 22% of current operating space. This partial relocation serves as an interim solution, as the site layout under that approval is not optimal for container storage operations. The Applicant has continued to search for additional locations to fully accommodate its existing spatial needs and meet operational requirements.

- 1.2.3 Given the acute shortage of suitable relocation sites and urgent operational constraints, the Applicant has successfully decoupled its operations. The less space-intensive ancillary function (i.e., the vehicle repair workshop) was relocated to a nearby site under Application No. A/NE-FTA/276, which was approved by the Board on 26.6.2026. This relocation freed up capacity for container maneuvering and open storage at the site under Application No. A/NE-FTA/273, where spatial efficiency is critical for logistics operations.
- 1.2.4 Although valid planning permission exists under No. A/NE-FTA/273, the approved development attracted local concerns regarding container vehicle traffic on existing local track. With an increasing number of warehouse and open storage uses subsequently approved to the east of the site, traffic volume on the local track leading to Kong Nga Po Road has intensified. To proactively address local concerns and eliminate potential traffic friction, the Applicant proposes to bypass the existing local track entirely by developing a dedicated internal access road exclusively for the applied use. This exclusive access will be approximately 9m wide and will abut Kong Nga Po Road directly, effectively streamlining vehicular flow and preventing any queuing-back issues onto public roads. Furthermore, as a voluntary traffic mitigation measure, the Applicant proposes a 2.5m setback along the existing local track to provide additional clearance for other vehicles maneuvering in the area. Convex mirrors and traffic signage will also be installed within the setback area by the Applicant to enhance road safety for all local users.
- 1.2.5 The proposed exclusive internal access should provide tangible traffic improvement to the surrounding neighborhood, forming the core justification for the current application. While a portion of this proposed access road falls within the "GB" zone (about 7%), it is minor in scale. Given that the adjacent Kong Nga Po Road which is a major traffic key road serving the east of Kong Nga Po and Hung Lung Hang areas, is also zoned "GB", the proposed internal access is deemed compatible with the immediate infrastructure context. Consequently, no adverse environmental or planning impacts are anticipated.
- 1.2.6 In addition, the Applicant is taking the opportunity to optimize the site configuration to enhance space utilization. By removing the previously relocated vehicle workshop and consolidating remaining ancillary uses, more contiguous space is allocated for safe container maneuvering and open storage. Additionally, in response to previous concerns raised by the Lands Department, the on-site water tank will be re-situated entirely within private lots. The application site under the current application encompasses an area of approximately 7,178m², which collectively constitutes

approximately 26% of the Applicant's original premises.

1.3 Objectives

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

- (a) *To fully utilise the land resources 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" and "GB" 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 applications (No. A/NE-FTA/245 and A/NE-FTA/273), the application site is mostly 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 is 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 areas zoned “AGR” (about 93%), and a minor portion on “GB” (about 7%) on the Current OZP (**Figure 3** 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’*. “GB” zone *‘is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone’*.
- 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...”*. In this connection, the Applicant seeks 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 two previous applications (No. A/NE-FTA/245 and A/NE-FTA/273) which were approved by the Board for the same use and nature. The Applicant is diligently complying with relevant approval conditions and site formation works have 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)

Application No.	Proposed Use(s)	Zoning(s)	Decisions (Date)
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)
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 A majority of the application site falls under Category 2 areas with a minor portion fall under Category 4 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 7,178m² (including about 3,600m² 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 3,445m² of the application site (about 48%) is intended for open storage of containers. Three temporary structures are proposed within the application site, providing a gross floor area (GFA) of about 1,043m². The remaining uncovered area would be served as circulation/manoeuvring space and provision of 2 parking spaces for private cars (PC) 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 4** 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. The proposed development will be used by the Applicant's for its daily operations for cross border trading. Freights and goods will be brought to the application site via container vehicles to be reassembled and redirected. The operation hours are between 8:00 a.m. and 10:00 p.m. from Monday to Sunday.
- 4.1.4 As the application site situated on uneven ground level, filling of land and pond was previously proposed and implemented during the approved planning period. The current application, which involves an increase in site area, seeks to align site levels to form a contiguous flat surface necessary for safe vehicular maneuvering and operational efficiency. To fulfil the operational needs of the applied use, filling of land and pond is necessary to level the terrain.
- 4.1.5 Part of the application site (about 6,910m²) would be filled with concrete or soil with a depth of about 2m and filling of pond is proposed with a total area of about 268m² and a depth of about 2.8m. The proposed ground level after filling of land is about +27.2mPD to +33.2mPD. The extent of the land filling and pond filling area have been kept to minimal to meet the operational need (**Figure 5** refers).
- 4.1.6 The proposed excavation of land (about 488m²) within the "GB" zone is strictly intended for the installation of peripheral drainage facilities along the internal access road. The scope of excavation will be kept to the absolute minimum necessary.
- 4.1.7 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) and application for Short Term Tenancy for permitting the structures to be erected and occupation of government land once the current application is approved.

Table 2: Key Development Parameters

Applied Use	Temporary Open Storage of Containers with Ancillary Facilities and Associated Filling of Land and Pond and Excavation of Land for a Period of 3 Years
Operation Hours	From 8:00a.m. to 10:00 p.m. from Monday to Sunday
Site Area	About 7,178m ² (including about 3,600m ² of Government Land)
Covered Area	About 675.5m ² (About 9%)
Uncovered Area	About 6,502.5m ² (About 91%)
Open Storage Area	About 3,445m ²
No-Built Zone (No Roof Over Area)	About 976m ²
Temporary Structure No(s). No. of Storey Maximum Height Total Floor Area	3 Not more than 2 storey Not more than 8m About 1,043m ²
Ingress/Egress	9m-Wide
No. of Parking Spaces Private Car (5m(L) x 3.5m(W)) HGVs (11m(L) x 3.5m(W))	2 1 1
Loading/Unloading (L/UL) Area Container Vehicle (16m(L) x 3.5m(W))	1
Proposed Filling of Land Area Depth Materials	About 6,910m ² Not More than 2m Concrete or Soil
Proposed Filling of Pond Area Depth Materials	About 268m ² Not More than 2.8m Concrete or Soil
Proposed Excavation of Land Area Depth	About 488m ² Not More than 1.2m

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)	300m ²	300m ²	7m (1 storey)
B	Ancillary Site Office/ General Storage Uses	367.5m ²	735m ²	8m (2 storey)
C	Meter Room	8m ²	8m ²	3m (1 storey)
	Total	675.5m ²	1,043m ²	NA

Table 4: Comparison of Development Parameters with the Last Approved Application

Major Parameters/Items	Last Approved Application (No. A/NE-FTA/273)	Current Application	Difference
Applied Use	Proposed Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of Three Years	Temporary Open Storage of Containers with Ancillary Facilities and Associated Filling of Land and Pond and Excavation of Land for a Period of 3 Years	Vehicle Repair Workshop removed, Included Excavation of Land
Site Area	About 6,214m ² (including about 2,565 m ² GL)	About 7,178m ² (including about 3,600 m ² GL)	+964m ²
Total Floor Area	About 1,243m ²	About 1,043m ²	-200m ²
No. of Structures	6	3	-3
No. of Parking Spaces	2 (1 for Private Car and 1 for HGV)	2 (1 for Private Car and 1 for HGV)	No Change
No. of Loading and Unloading	1	1	No Change
Operation Hours	From 8:00a.m. to 10:00 p.m. from Monday to Sunday	From 8:00a.m. to 10:00 p.m. from Monday to Sunday	No Change

4.2 Traffic Considerations

- 4.2.1 The application site features a proposed exclusive access road of about 9m, which leads directly to Kong Po Road. An ingress/egress point of about 11m wide is proposed to the south of the application site. Within the application site, two parking spaces for private cars and HGVs as well as a designated loading and unloading area are provided. Adequate maneuvering 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. Since the application site is designated for open storage purposes which advanced arrangements could be made, 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.

- 3.4.3 To enhance local traffic performance, the Applicant proposes a 2.5m setback along the existing local track to provide additional clearance for other vehicles maneuvering in the area, as a voluntary traffic mitigation measure. Convex mirrors and traffic signage will also be installed within the setback area by the Applicant to enhance road safety for all local users.

4.3 Landscape and Visual Consideration

- 4.3.1 Considering the application site is mostly paved, 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.
- 4.3.2 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 implementing any necessary mitigation measures.

5. PLANNING JUSTIFICATIONS

5.1 In Line with Government Direction in Supplying Logistics Land to Support the Development of Logistics 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 Facilitating Relocation of Existing Brownfield Operations Affected by Government Project and Allowing Early Implementation of the Kwu Tong North/Fanling North New Development Areas

5.2.1 The current application facilitates the relocation of existing brownfield operations affected by government project, thereby making way for the implementation of the Kwu Tung North/Fanling North New Development Area. By enabling the continued operation of displaced brownfield businesses, the proposed development ensures both the timely progression of infrastructural developments in the NDA and the sustained contribution of displaced logistics operations to the economy. Furthermore, it promotes the efficient utilization of available vacant land, directly supporting overall economic development.

5.3 Modification of the Previously Approved Scheme to Enhance Local Traffic Performance and Optimize Land Utilization

5.3.1 The current application is subject to two previous applications for similar uses approved by the Board for the same Applicant. Except for the removal of vehicle repair workshop use, the nature of the applied use remains unchanged.

5.3.2 As outlined in Section 1.2.4. to 1.2.6, given the increasing number of warehouse and open storage uses subsequently approved to the east of the application site, the current application proactively addresses local traffic concerns by introducing a dedicated internal access road exclusively for the applied use. Vehicles entering and exiting the application site will bypass the existing local track entirely, thereby eliminating potential traffic friction, streamlining vehicular flow, and preventing queuing-back onto public roads. The Applicant also proposes voluntary setbacks and traffic mitigation measures to enhance road safety for all local users.

5.3.3 In addition, the Applicant is taking this opportunity to optimize the site configuration to enhance space utilization. By removing the previously relocated vehicle repair workshop and consolidating remaining ancillary uses, more contiguous space is allocated for safe container maneuvering and open storage. Additionally, in response to previous concerns raised by the Lands Department, the underground water tank has been re-situated entirely within private lots.

5.4 Not Incompatible with Land Uses of the Surrounding Areas

- 5.4.1 The surrounding areas of the application site exhibits a rural inland plain landscape character and is predominantly occupied by open storage uses, warehouses, temporary structures, tree clusters, active/fallow farmland, and vegetated areas. The applied use is therefore considered not incompatible with the land uses of the surrounding area. Additionally, planning applications for similar uses have been approved in the immediate vicinity of the application site, with site formation works already underway. The applied use is considered to fully commensurate with its local geographical setting and is ideal for optimizing land utilization without giving rise to detrimental impacts on the surrounding environment.

5.5 Not Jeopardizing the Planning Intention of “AGR” and “GB” Zones

- 5.5.1 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.
- 5.5.2 While a minor portion of the proposed internal access road falls within the “GB” zone (about 7%), its scale is negligible. Given that the adjacent Kong Nga Po Road which is a major traffic key road serving the east of Kong Nga Po and Hung Lung Hang areas, is also zoned “GB”, the proposed internal access road is deemed compatible with the immediate infrastructure context.
- 5.5.3 The temporary nature of the applied use under the current application will by no means jeopardize the long-term planning intention of the “AGR” and “GB” zones, considering that the applied use under the current application is only being applied for a period of 3 years.

5.6 No Adverse Traffic, Visual, Environmental nor Infrastructural Impacts

- 5.6.1 The applied use is small in scale with low traffic generation and attraction rates anticipated. The overall traffic contribution generated by the proposed development is minimal.
- 5.6.2 The majority of the application site is already paved, and possesses 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.
- 5.6.3 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.

- 5.6.4 As the majority of the application area is paved and no significant alteration to the existing drainage regime is proposed, no adverse drainage impacts arising from the applied use are anticipated.

5.7 Not Setting an Undesirable Precedent

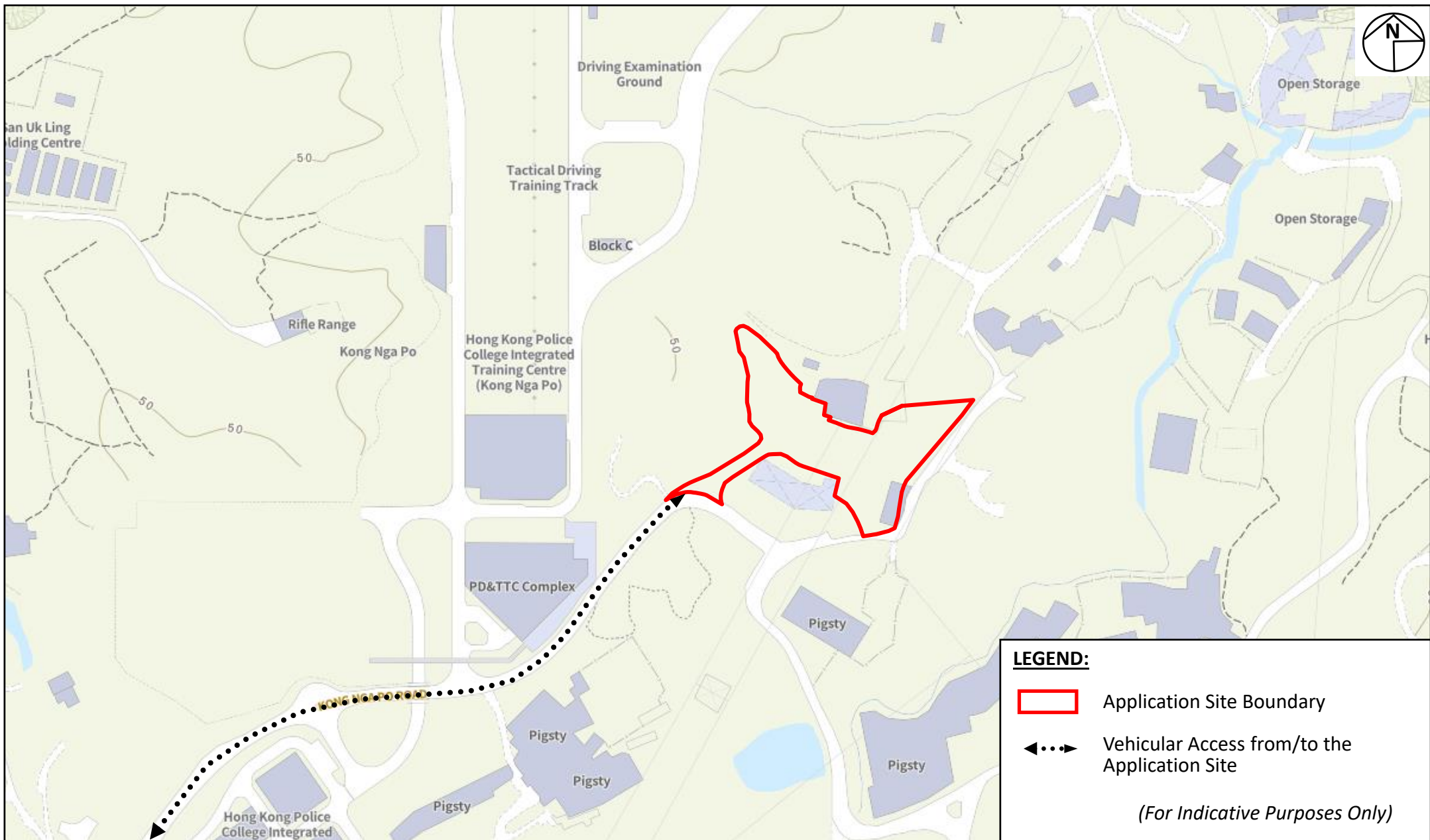
- 5.7.1 Considering the similar applications being approved by the Board on the same OZP as discussed in **Section 3.3**, no undesirable precedent is expected should the current application be approved.

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 within an area zoned "Agriculture" ("AGR") (about 93%), with a minor portion zoned "Green Belt" ("GB") (about 7%) on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18. 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 logistics land, supporting the development of logistics industry and promoting cross-boundary business services;*
 - (b) *The current application facilitates the relocation of existing brownfield operations affected by government projects, and facilitates the early implementation of the Kwu Tung North/Fanling North New Development Area;*
 - (c) *The current application serves to modify the previously approved scheme to enhance local traffic performance and optimize land utilization;*
 - (d) *The applied use is considered not incompatible with the surrounding land uses;*
 - (e) *The applied use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the "AGR" and "GB" zones or any planned infrastructural developments at the application site and its neighbourhood;*
 - (f) *No adverse traffic, visual, environmental or drainage impacts arising from the applied use are anticipated; and*
 - (g) *The applied use will not set an undesirable precedent as similar applications have been 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 approving the current application for the applied use for a temporary period of 3 years.

List of Figures

Figure 1	Location Plan
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Figure 5	Land Filling Plan
Figure 6	Indicative Plan Showing the Location of Existing Operations



Project:

Section 16 Planning Application for Temporary Open Storage of Containers with Ancillary Facilities and Associated Filling of Land and Pond and Excavation of Land for a Period of 3 Years at Various Lots in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

Title:

Location Plan

Figure:

1

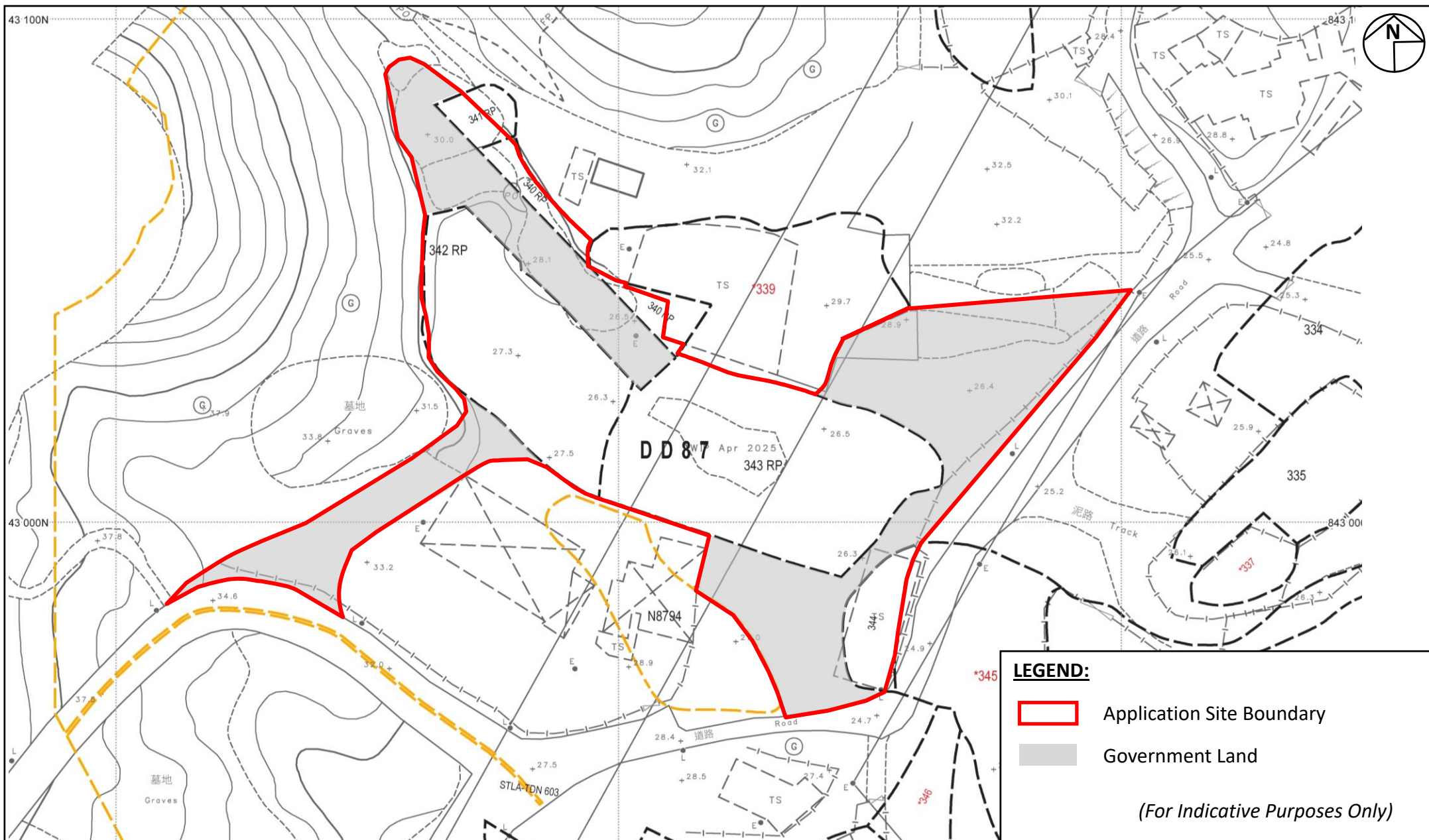
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Date:

Jul 2026

Ref.: ADCL/PLG-10353 -R001/F001



Project:

Section 16 Planning Application for Temporary Open Storage of Containers with Ancillary Facilities and Associated Filling of Land and Pond and Excavation of Land for a Period of 3 Years at Various Lots in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

Title:

Extract of Lot Index Plan (No. ags_ S00000124598_0001)

Figure:

2

Scale:

Not to Scale

Date:

Aug 2026

Ref.: ADCL/PLG-10353 -R001/F002



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N

COVERED AREA	:	675.5 SQ.M. (ABOUT)
UNCOVERED AREA	:	6,502.5 SQ.M. (ABOUT)
FLOOR AREA	:	1,043 SQ.M. (ABOUT)

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 3.5 M(W))

 Application Site Boundary
 Internal Access Road (About 680 sq.m.)
 Proposed Boundary Fencing
 Proposed Structure

-  Open Storage Area: Container Stacking (About 3,445 sq.m.)

- No Roofed-Over Area (About 976 sq.m.)

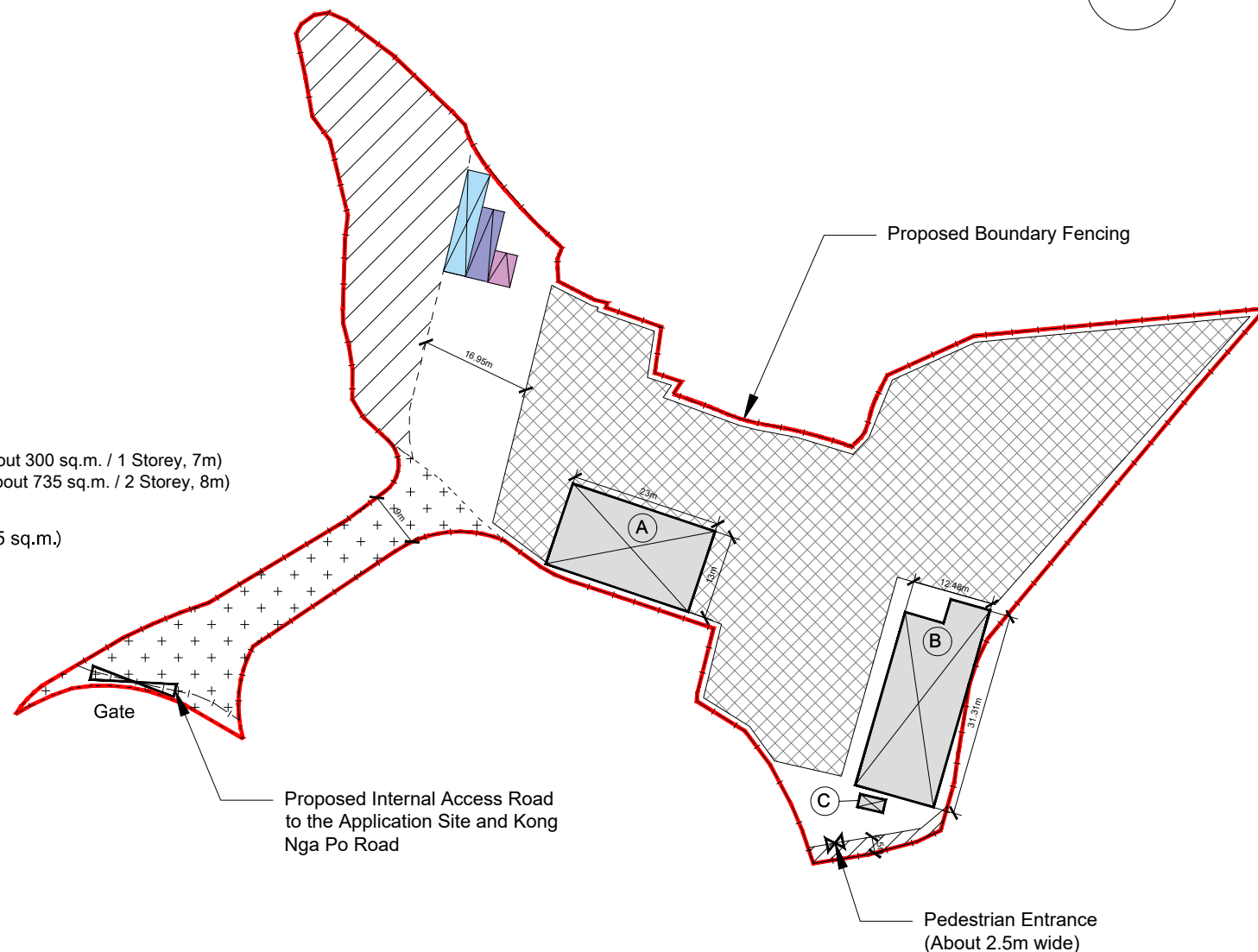
- 
- Loading/Unloading Area (Container Vehicle)

-
- Parking Space (HGV)

-  Parking Space (PC)

-  Voluntary Setback Area for Road Widening

(For identification only)



Section 16 Planning Application for Temporary Open Storage of Containers with Ancillary Facilities and Associated Filling of Land and Pond and Excavation of Land for a Period of 3 Years at Various Lots in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

Indicative Layout Plan

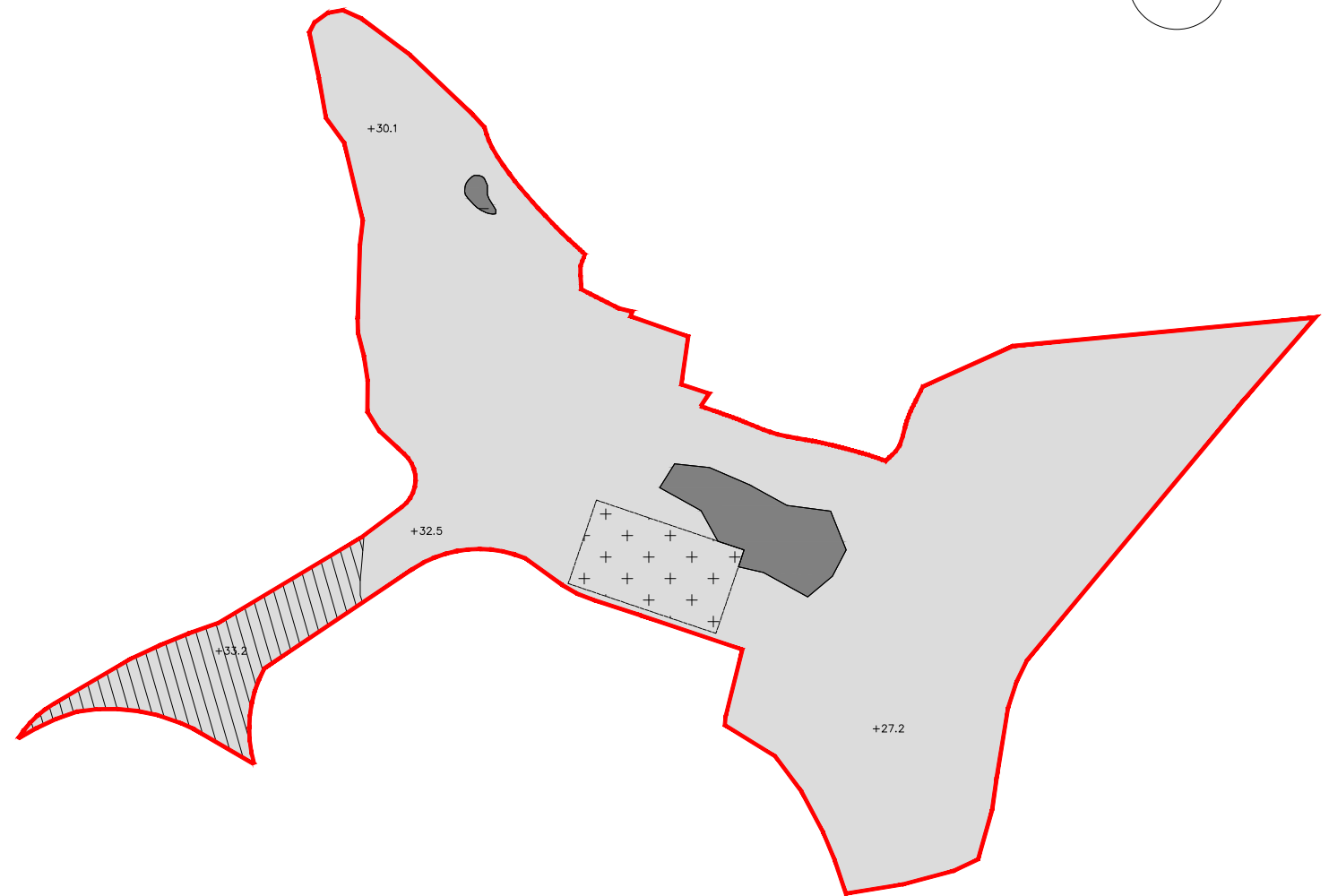
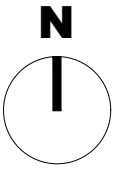
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4

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1:1000

Date:
Aug 2026

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LEGEND

-  Application Site Boundary
-  Filling of Land (About 6,910 sq.m.)
-  Filling of Pond (About 268 sq.m.)
-  Excavation of Land (About 488 sq.m.)
-  Underground Stormwater Tank
-  +30.1 Proposed Level
- (For identification only)

Project:

Section 16 Planning Application for Temporary Open Storage of Containers with Ancillary Facilities and Associated Filling of Land and Pond and Excavation of Land for a Period of 3 Years at Various Lots in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

Title:

Land Filling Plan

Figure:

5

Scale:

1:1000

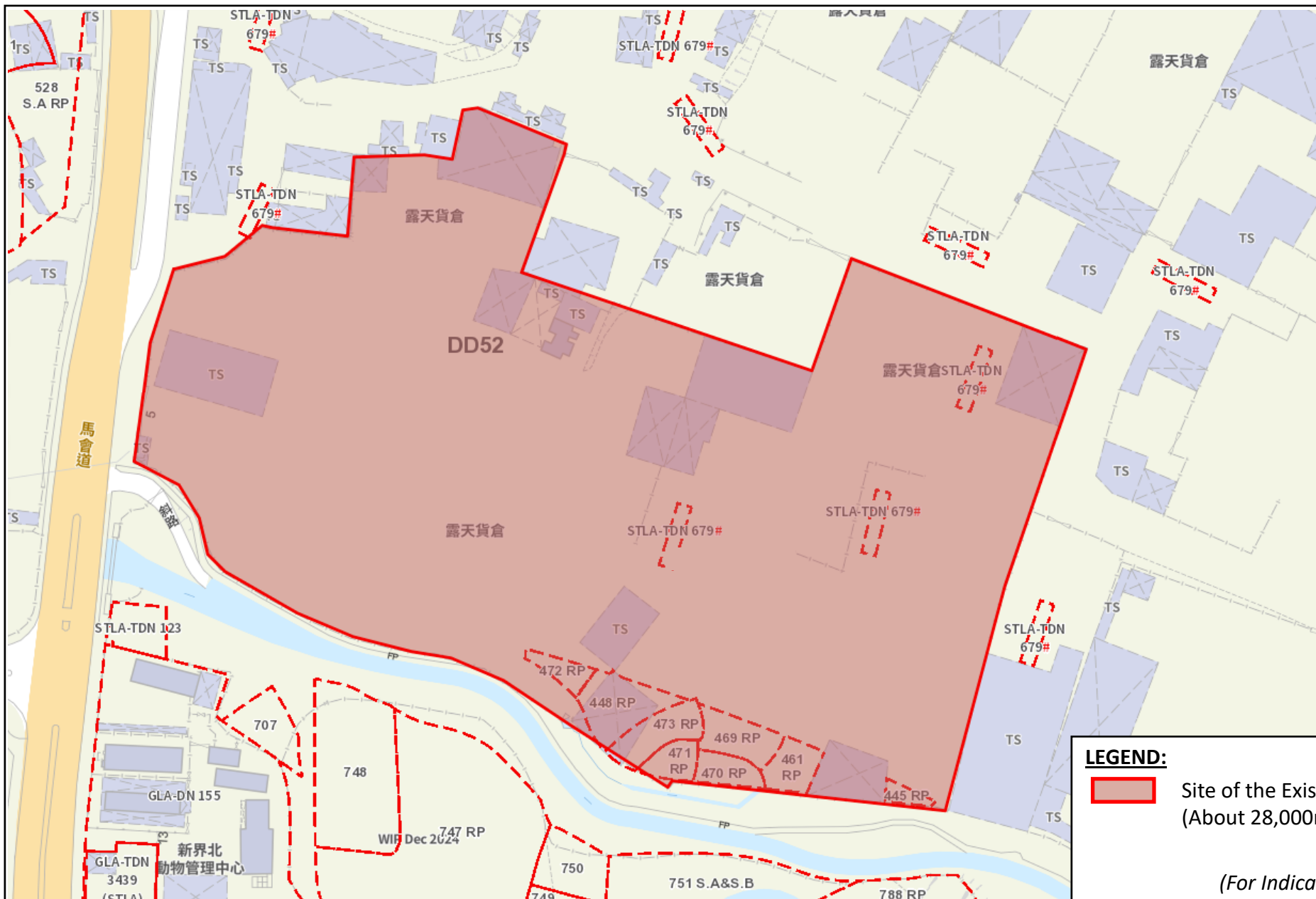
Date:

Aug 2026

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LEGEND:



Site of the Existing Operations
(About 28,000m²)

(For Indicative Purposes Only)

Project:

Section 16 Planning Application for Temporary Open Storage of Containers with Ancillary Facilities and Associated Filling of Land and Pond and Excavation of Land for a Period of 3 Years at Various Lots in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

Title:

Indicative Plan Showing the Location of Existing Operations

Figure:

6

Scale:

Not to Scale

Date:

Aug 2026

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