
SECTION 16 PLANNING APPLICATION

**PROPOSED TEMPORARY CONTAINER STORAGE YARD, CONTAINER VEHICLE PARK,
VEHICLE REPAIR WORKSHOP, LOGISTICS CENTRE, WAREHOUSE AND
OPEN STORAGE OF MISCELLANEOUS GOODS WITH ANCILLARY FACILITIES
AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS IN “AGRICULTURE” ZONE**

**VARIOUS LOTS IN D.D. 87
HUNG LUNG HANG, NEW TERRITORIES**

PLANNING STATEMENT

Applicant

Able New Development Limited

Consultancy Team

R-riches Planning Limited

FILE CONTROL

FILE NAME : *DD87 Lot 208 & VL - Planning Statement (20260519) Ver1.0*
FILE LOCATION : *\\R-SERVER\Planning\Planning Application\DD87 Lot 208 & VL - OS in HLH (NDA)\Submission (Apr 26)\Planning Statement*
REVISION NO. : *1.0*

APPLICANT : *Able New Development Limited*
TYPE OF APPLICATION : *S.16 Planning Application*
PROPOSED USE : *Proposed Temporary Container Storage Yard, Container Vehicle Park, Vehicle Repair Workshop, Logistics Centre, Warehouse and Open Storage of Miscellaneous Goods with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years*
SITE LOCATION : *Various Lots in D.D. 87, Hung Lung Hang, New Territories*

AMENDMENT RECORD

REVISION NO.	DESCRIPTION	APPROVED BY (Date)	PREPARED BY (Date)
1.0	Final Report	MN (20260519)	CC (20260519)

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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) to use *Various Lots in D.D. 87, Hung Lung Hang, New Territories* (the Site) for '**Proposed Temporary Container Storage Yard, Container Vehicle Park, Vehicle Repair Workshop, Logistics Centre, Warehouse and Open Storage of Miscellaneous Goods with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**' (the proposed development).
- The Site falls within an area zoned "Agriculture" ("AGR") on the Approved Hung Lung Hang Outline Zoning Plan (OZP) No. S/NE-HLH/11. The Site occupies an area of 23,163 m² (about). 9 single-storey structures are proposed for vehicle repair workshop, warehouse (excluding dangerous goods godown (D.G.G.)), logistics centre and office with total gross floor area (GFA) of 1,600 m² (about). The remaining area is reserved for container storage yard, container vehicle park, area for open storage, vehicle parking and loading/unloading (L/UL) spaces and circulation area.
- The Site is accessible from Kong Nga Po Road via a local access. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. No operation on Sunday and public holidays.
- Justifications for the proposed development are as follows:
 - the premises of the affected business operators (the Original Premises/affected business premises) are affected by Government's land resumption for the developments of the Fanling North New Development Area (FLN NDA), San Tin Technopole and public housing at Sha Po, Yuen Long;
 - the applicant has spent effort in identifying suitable sites for relocation under the previously approved application;
 - the applied uses are the same as those in the affected business premises;
 - the applicant has spent effort in compliance with conditions under the previous planning permission;
 - the proposed development is considered not incompatible with surrounding land uses; and
 - the proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the "AGR" zone.
- Details of the development parameters are as follows:

Site area	23,163 m ² (about)
Covered area	1,600 m ² (about)
Uncovered area	21,563 m ² (about)
Plot ratio	0.07 (about)
Site coverage	7% (about)
No. of structure	9
Total GFA	1,600 m ² (about)
- Domestic GFA	Not applicable
- Non-domestic GFA	1,600 m ² (about)
Building height	3 m to 8.23 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恐龍坑丈量約份第 87 約多個地段的規劃申請，於上述地點作「擬議臨時貨櫃存放場、貨櫃車停車場、汽車修理工場、物流中心、貨倉及露天存放雜項貨物連附屬設施和相關填土工程（為期 3 年）」（擬議發展）。
- 申請地點所在的地區在《恐龍坑分區計劃大綱核准圖編號 S/NE-HLH/11》上劃為「農業」地帶。申請地盤面積為 23,163 平方米（約）。申請地點將設 9 座單層構築物作汽車修理工場、貨倉（危險品倉庫除外）、物流中心及辦公室用途，總樓面面積合共為 1,600 平方米（約），申請地點的其餘地方將預留作貨櫃存放場、貨櫃車停車場、露天貯物空間、車輛停泊／上落貨位及流轉空間。
- 申請地點可從缸瓦甫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七時，星期日及公眾假期休息。
- 擬議發展的申請理據如下：
 - 在地經營者原來的經營處所分別受到政府的「粉嶺北新發展區」、「新田科技城」及「元朗沙埔公營房屋發展」收地發展影響；
 - 申請人就早前獲批准的申請曾經致力尋找合適的搬遷地點；
 - 申請用途與受影響的經營處所用途一致；
 - 申請人曾經致力履行先前規劃許可的附帶條件；
 - 擬議發展與周邊地方的用途並非不協調；及
 - 擬議發展只屬臨時性質，批出規劃許可不會影響「農業」地帶的長遠規劃意向。
- 擬議發展的詳情發展參數如下：

申請地盤面積：	23,163 平方米（約）
上蓋總面積：	1,600 平方米（約）
露天地方面積：	21,563 平方米（約）
地積比率：	0.07（約）
上蓋覆蓋率：	7%（約）
樓宇數目：	9 座
總樓面面積	1,600 平方米（約）
住用總樓面面積：	不適用
非住用總樓面面積：	1,600 平方米（約）
構築物高度：	3 米至 8.23 米（約）
構築物層數：	1 層

1. INTRODUCTION

Background

- 1.1 **R-riches Planning Limited** has been commissioned by **Able New Development Limited**¹ (the applicant) to make submission on its behalf to the Board under S.16 of the Ordinance in respect to *Various Lots in D.D. 87, Hung Lung Hang, New Territories (Plans 1 to 3)*.
- 1.2 The applicant intends to use the Site for '**Proposed Temporary Container Storage Yard, Container Vehicle Park, Vehicle Repair Workshop, Logistics Centre, Warehouse and Open Storage of Miscellaneous Goods with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**'. The Site currently falls within an area zoned "AGR" on the Approved Hung Lung Hang OZP No. S/NE-HLH/11 (**Plan 2**). According to the Notes of the OZP, the applied uses are not Columns 1 nor 2 uses within the "AGR" zone, which require planning permission from the Board.
- 1.3 In support of the proposal, a set of indicative development plans/drawings (**Plans 1 to 16**), details of the affected business operators (**Appendix I**), as well as the accepted drainage impact assessment (DIA), implemented traffic management measures, and fire service installations (FSIs) proposals under the previously approved application No. A/NE-HLH/77 (**Appendices II to IV**) are provided with the Planning Statement. Other assessments to mitigate the 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 **Able New Development Limited**, the applicant, was authorised by the affected business operators to facilitate their relocation to the application site under planning permission No. A/NE-HLH/77. Details of the affected business operators are provided at **Appendix I**.

2. JUSTIFICATIONS

To facilitate the relocation of the applicant's business premises affected by various developments

- 2.1 The current application intendeds to facilitate the relocation of 8 affected business operators' Original Premises (namely Tenants A to H) due to land resumption and to pave way for various government projects including the developments of FLN NDA, San Tin Technopole, and public housing development at Sha Po, Yuen Long (**Plan 4**).
- 2.2 The Original Premises of Tenants A to F currently fall within areas zoned "Residential (Group A)2," ("R(A)2"), "Residential (Group B)" ("R(B)"), "Open Space" ("O") and area shown as 'Road' on the Approved Fanling North OZP No. S/FLN/4; the Original Premises of Tenant G currently falls within an area zoned "Other Specified Uses" annotated "Amenity Area" ("OU(A)"), "O" and area shown as 'Road' on the Approved San Tin Technopole OZP No. S/STT/2; and the Original Premises of Tenant H currently falls within an area zoned "Government, Institution or Community" ("G/IC") and "R(A)" on the Approved Kam Tin North OZP No. S/YL-KTN/11 (**Plan 5**). Details of the affected business operators are summarised at **Appendix I** and **Table 1** below:

Table – Details of the Original Premises

Tenant	Location	OZP	Zoning	Development involved
Tenant A	Government Land near Man Kam To Road (formerly various lots in D.D. 52; resumed by the Government in 2024)	S/FLN/4	"R(B)"	FLN NDA Development (Remaining Phase)
Tenant B			"R(A)2", "O" and area shown as 'Road'	
Tenant C			"R(A)2" and area shown as 'Road'	
Tenant D			"R(B)" and "O"	
Tenant E			"R(A)2", "R(B)" and "O"	
Tenant F			"R(B)"	
Tenant G	Government Lans, San Tin, Yuen Long (formerly various lots in D.D. 105; resumed by the Government in 2025)	S/STT/2	"OU(A)" and "O"	San Tin Technopole Development (Phase 2)
Tenant H	Various Lots in D.D. 107, Sha Po, Yuen Long	S/YL-KTN/11	"R(A)" and "G/IC"	Public Housing Development at Sha Po, Yuen Long

2.3 With reference to the implementation programmes, the Original Premises of Tenants A to F fall within the land resumption limit for the Remaining Phase development of the FLN NDA (**Plan 6**); the Original Premises of Tenant G falls within the land resumption limit for the Phase 2 development of the San Tin Technopole development (**Plan 7**); and the Original Premises of Tenant H falls within the land resumption limit for the public housing development at Sha Po, Yuen Long (**Plan 8**). As the concerned parcels of land have been/will be resumed and reverted to the Government, the applicant desperately needs to identify suitable sites for relocation of the affected business operators in order to continue their business operation.

Applicant's effort in identifying suitable site for relocation

2.4 Ahead of the submission of the previous application No. A/NE-HLH/77, which was approved by the Board in November 2024, the applicant has spent effort to relocate the affected business premises to a number of alternative sites in the New Territories. However, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership issue or accessibility. Subsequently, the Site was identified for relocation after a lengthy site searching process as it is relatively flat, in close proximity to various border control points (BCPs) and easily accessible.

Applicant's effort in compliance with conditions under the previous permission

2.5 The applicant has spent effort in complying most of the planning conditions under the previous application No. A/NE-HLH/77. Details are shown at **Table 2** below:

Table 2 –Planning conditions under previous application No. A/NE-HLH/77

Planning conditions		Compliance status
(a)	The submission of a revised DIA	19.02.2025
(b)	The implementation of the flood mitigation measures and drainage facilities	Not yet complied with
(d)	The implementation of the traffic management measures	30.03.2026
(f)	The provision of fire extinguisher(s)	19.12.2024
(g)	The submission of an FSIs proposal	14.02.2025
(h)	The implementation of the FSI proposal	Not yet complied with

2.6 The DIA report submitted by the applicant was considered acceptable by the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) in February 2025 (**Appendix II**). The applicant is currently seeking quotations from drainage contractors for the implementation works of the drainage facilities. Upon obtaining relevant planning permission from the Board, the applicant will launch the implementation works and submit photographic records of the drainage facilities for the consideration of CE/MN, DSD.

2.7 The implemented traffic management measures were considered acceptable by the Commissioner for Transport (C for T) in March 2026 (**Appendix III**). Upon obtaining relevant

planning permission from the Board, the applicant will continue to maintain the implemented traffic management measures at all times during the approval period.

- 2.8 The fire extinguishers installed by the applicant and the FSIs proposal submitted by the applicant were accepted by the Director of Fire Services (D of FS) in December 2024 and February 2025 respectively (**Appendix IV**). Given that all development parameters, including the site boundary, layout and applied uses have remained unchanged, the accepted FSIs proposal under the previous application will continue to be adopted. Upon obtaining relevant planning permission from the Board, the applicant will launch the construction works of the structures and install the necessary FSIs therewithin. Certificate of Fire Service Installation and Equipment (F.S. 251) will be submitted for the consideration of D of FS.

Applied uses are the same as the affected premises

- 2.9 The proposed development involves the operation of 8 affected business operators (Tenants A to H) with different business natures including container storage yard, container vehicle park, vehicle repair workshop, logistics centre, warehouse and open storage of miscellaneous goods with ancillary facilities to support the daily operation of the proposed development. The applied uses are the same as the affected premises in FLN, San Tin and Sha Po. The total site area designated for Tenants A to H in the proposed development is similar to the total area of their respective Original Premises. Details of the difference between the Original Premises and Site are shown at **Appendix I** and **Table 3** below:

Table 3 – Differences between the Original Premises and the Site

Tenant	Original Premises (a)	Designated Area (b)	Difference (b) – (a)
Tenant A	382 m ²	450 m ²	+68 m ² , +18%
Tenant B	3,005 m ²	5,069 m ²	+2,064 m ² , +69%
Tenant C	1,592 m ²	3,623 m ²	+2,031 m ² , +128%
Tenant D	633 m ²	1,002 m ²	+369 m ² , +58%
Tenant E	3,792 m ²	3,950 m ²	+158 m ² , +4%
Tenant F	3,415 m ²	3,085 m ²	-330 m ² , -10%
Tenant G	2,633 m ²	2,943 m ²	+71 m ² , +2%
Tenant H	239 m ²		
Total	15,691 m² (about)	20,122 m² (about)	+4,431 m², +28%

- 2.10 A significant portion of the Site is uncovered (*i.e. about 21,563 m²; 93% of the Site*) and is designated for container storage yard, container vehicle park, open storage of miscellaneous goods, vehicle parking and L/UL spaces and circulation area to support the daily operation of the proposed development. A substantial amount of circulation space is reserved within the Site so as to enhance the Site's overall efficiency, as well as to minimise the potential adverse traffic impact to the surrounding road network.

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

- 2.11 Although the Site falls within an area zoned "AGR" on the Approved Hung Lung Hang OZP No. S/NE-HLH/11, the Site is currently hard-paved and without active agricultural activities. Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "AGR" zone and would better utilise deserted land in the New Territories.
- 2.12 Similar applications for various brownfield uses (Nos. A/NE-HLH/51, 54, 55, 59, 60, 61, 64, 66, 68, 70, 71, 75, 76, 79, 80, 81, 82, 83, 84, 85 & 88) have been approved within the "AGR" zone on the same OZP in recent years. Despite the fact that the proposed development is not in line with the planning intention of the "AGR" zone, the special background of the application should be considered on its individual merit, of which the approval of the current application is in line with the previous decisions of the Board and would not set an undesirable precedent for the "AGR" zone.

The proposed development is not incompatible with surrounding land uses

- 2.13 The proposed development situates in a relatively remote area, which is far away from possible sensitive receivers. The surrounding area is considered to be predominately in industrial character comprising various brownfield operations. The proposed development is therefore considered not incompatible with surrounding land uses. Upon approval of the current application, the applicant will continue to make effort in complying with relevant planning conditions in relation to the implementation of fire safety and drainage aspects, so as to minimise the potential adverse impacts that would have arisen from the proposed development.

3. SITE CONTEXT

Site Location

- 3.1 The Site is located approximately 3.4 km south of Heung Yuen Wai BCP; 11.7 km east of Lok Ma Chau BCP; 6 km north of Sheung Shui MTR Station; and 8.2 km north of Fanling MTR Station.
- 3.2 The Site is 4.4 km northeast of the Original Premises of Tenants A to F; 14.7 km northeast of the Original Premises of Tenant G; and 17 km northeast of the Original Premises of Tenant H (**Plan 4**).

Accessibility

- 3.3 The Site is accessible from Kong Nga Po Road via a local access (**Plan 1**).

Existing site condition

- 3.4 The Site is generally flat, fenced and covered with hard-paving (**Plans 1 and 3**).

Surrounding area

- 3.5 The Site and its surrounding are predominantly for industrial use and mainly comprise of open storage yards and temporary structures for various brownfield operations (**Plans 1 and 3**).
- 3.6 To its immediate north is Ping Yuen River, across which are unused/vacant land covered with vegetation and intermixed with graveyards and woodland.
- 3.7 To its immediate east is the site of approved planning application Nos. A/NE-HLH/66, 67, 68, 76 & 80 for various brownfield uses. To its further east are some open storage yards and warehouses.
- 3.8 To its immediate south are some temporary structures and the site of approved planning application Nos. A/NE-HLH/66, 67, 68, 76 & 80 for various brownfield uses. To its further south is a knoll covered with vegetation and some temporary structures for warehouses and open storage yards.
- 3.9 To its immediate west is Ping Yuen River, across which are unused/vacant land covered with vegetation.

4. PLANNING CONTEXT

Zoning

- 4.1 The Site falls within an area zoned "AGR" on the Approved Hung Lung Hang OZP No. S/NE-HLH/11 (**Plan 2**). According to the Notes of the OZP, the applied uses are not Columns 1 nor 2 used within the "AGR" zone, which require planning permission from the Board.

Planning intention

- 4.2 The planning intention of the "AGR" zone is *primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.*

Restriction on filling of land

- 4.3 According to the Remarks of the "AGR" zone, *any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Hung Lung Hang OZP No. S/NE-HLH/5 without the permission from the Board under S.16 of the Ordinance.*

Previous and similar applications

- 4.4 The Site is subject of a previously planning application No. A/NE-HLH/77 for the same applied uses submitted by the same applicant, which was approved by the Board on a temporary basis for a period of 3 years in November 2024.
- 4.5 Within the "AGR" zone on the OZP, 18 similar applications (Nos. A/NE-HLH/51, 54, 55, 59, 60, 61, 64, 66, 68, 70, 71, 75, 76, 80, 81, 83, 84 & 88) for/partly for 'Open Storage' use were approved by the Board between in the past 5 years; whereas 5 application (No. A/NE-HLH/51, 68, 71, 79, 82 & 85) for 'Warehouse' use were approved by the Board in the past 5 years. All similar applications were approved on temporary basis for a period of 3 years.

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

- 4.6 The Site mostly falls within Category 3 area (**Plan 9**). *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 Portions of the Site fall within Category 2 area (Plan 9), which 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, 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.
- 4.8 Given that the applicant had demonstrated with genuine efforts for compliance with various planning conditions under the previous application that the proposed development would not generate significant adverse impacts on the surrounding areas, and the current application is on site with previous planning permission, approval of the current application is therefore considered in line with TPB PG-No. 13G and shall not set an undesirable precedent within the Category 2 and Category 3 areas. Besides, the current application should be considered on its individual merits in connection with the special background of the affected business operator, of whom the Original Premises has been/will be resumed by the Government to facilitate various Government projects.

Land status

- 4.9 The Site falls entirely on private lots, i.e. Lots 156 S.A (Pt.), 156 S.B (Pt.), 157, 158, 159, 161, 162, 163 S.A, 163 S.B, 164 (Pt.), 177 (Pt.), 179 (Pt.), 180 (Pt.), 181 (Pt.), 207, 208, 209, 210, 211, 212, 213 RP, 213 S.A, 214, 215 (Pt.), 216, 217, 218, 219 (Pt.), 220 (Pt.), 222 (Pt.), 223, 224 in D.D. 87, with total land area of 23,163 m² (about) of Old Schedule Lots held under the Block Government Lease (Plan 3).
- 4.10 Given that there is restriction on the erection of structures without prior approval from the Government, the applicant will submit application for Short Term Waiver (STW) to the Lands Department to make way for the erection of the proposed structures at the Site, after obtaining relevant planning permission. No structure is proposed for domestic use.

5. DEVELOPMENT PROPOSAL

Development details

5.1 The Site consists of an area of 23,163 m² (about). Details of development parameters are shown at **Plans 10** and **11**, and **Table 3** below:

Table 4 – Development parameters

Site area	23,163 m ² (about)
Covered area	1,600 m ² (about)
Uncovered area	21,563 m ² (about)
Plot ratio	
	0.07 (about)
Site coverage	
	7% (about)
No. of structure	
	9
Total GFA	
- Domestic GFA	Not applicable
- Non-domestic GFA	1,600 m ² (about)
Building height	
	3 m to 8.23 m (about)
No. of storey	
	1

5.2 A total of 9 single-storey structures are proposed at the Site for vehicle repair workshop, warehouse (excluding D.G.G.), logistics centre and office with total GFA of 1,600 m² (about). The remaining open area is reserved for the operation of container storage yard, container vehicle park, area for open storage of miscellaneous goods, vehicle parking and L/UL spaces and circulation area (**Plans 10** and **11**). Details of the proposed structures are shown at **Table 4** below:

Table 5 – Details of the proposed structures

Structure	Uses	Covered Area	GFA	Building Height
Tenant A				
B1	Vehicle Repair Workshop	108 m ²	108 m ²	4 m (about) (1-storey)
Tenant B				
B2	Warehouse (excluding D.G.G.)	220 m ²	220 m ²	8.23 m (about) (1-storey)
B3	Warehouse (excluding D.G.G.) & Office	220 m ²	220 m ²	8.23 m (about) (1-storey)

Tenant C				
B4	Logistics Centre	220 m ²	220 m ²	8.23 m (about) (1-storey)
B5	Logistics Centre	220 m ²	220 m ²	8.23 m (about) (1-storey)
B6	Logistics Centre	220 m ²	220 m ²	8.23 m (about) (1-storey)
B7	Logistics Centre & Office	220 m ²	220 m ²	8.23 m (about) (1-storey)
Tenant D				
B8	Office	100 m ²	100 m ²	3 m (about) (1-storey)
Tenant E				
B9	Office	72 m ²	72 m ²	3 m (about) (1-storey)
Total		1,600 m² (about)	1,600 m² (about)	-

Filling of land

- 5.3 The existing site levels range from +12.3 mPD to +15.4 mPD. The Site has been entirely hard-paved with concrete of not more than 0.2 m in depth, as approved under the previous application NO. A/NE-HLH/77, for the operation of container storage yard, container vehicle park, area for open storage, vehicle parking and L/UL spaces and circulation area (**Plan 12**). The concrete site formation, which has been kept to a minimum, is considered necessary to provide a relatively flat and solid surface for the applied uses. The applicant will strictly follow the proposed scheme and no further filling of land will be carried out at the Site.

Operation modes

- 5.4 The Site will be used as container storage yard, container vehicle park, vehicle repair workshop, logistics centre, warehouse and open storage of miscellaneous goods. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. There is no operation on Sunday and public holidays.
- 5.5 It is estimated that the proposed development would accommodate not more than 15 nos. of staff. The ancillary offices are intended to provide indoor workspace for administrative staff to support the daily operation of the proposed development. As no shopfront is proposed at the Site, visitor is not anticipated at the Site.

Tenant A

5.6 A total of 450 m² (about) of the Site would be used for **vehicle repair workshop**. A single-storey structure is proposed for vehicle repair workshop use with total GFA of 108 m². 1 parking space for private car (PC) and 1 L/UL space for light goods vehicle (LGV) are proposed.

Tenant B

5.7 A total of 5,069 m² (about) of the Site would be used for **warehouse and container storage yard**. 2 single-storey structures are proposed for warehouse and office uses with total GFA of 440 m². No storage of D.G.G. will be carried out at the Site. 4 parking spaces for PC and 2 L/UL spaces for container vehicle (CV) are proposed.

Tenant C

5.8 A total of 3,623 m² (about) of the Site would be used for **logistics centre**. 4 single-storey structures are proposed for logistics centre and office uses with total GFA of 880 m². Majority of the Site is reserved for logistic purposes, i.e. storage, packaging and consolidation of goods for distribution. No storage of D.G.G. will be carried out at the Site. 3 parking spaces for PC and 2 L/UL spaces for CV are proposed.

Tenant D

5.9 A total of 1,002 m² (about) of the Site would be used for **open storage of miscellaneous goods**. A single-storey structure is proposed for office use with total GFA of 100 m². 2 parking spaces for PC and 1 L/UL space for CV are proposed.

Tenant E

5.10 A total of 3,950 m² (about) of the Site would be used for **container storage yard**. A single-storey structure is proposed for office use with total GFA of 72 m². 2 parking spaces for PC and 2 L/UL spaces for CV are proposed.

Tenant F

5.11 A total of 3,085 m² (about) of the Site would be used for **container vehicle park**. No structure is proposed. 5 parking spaces for LGV and 8 parking spaces for CV are proposed.

Tenants G & H

5.12 A total of 2,943 m² (about) of the Site would be used for **open storage of miscellaneous goods**. No structure is proposed. 2 L/UL spaces for CV are proposed.

5.13 Apart from the above designated site area for Tenants A to H (i.e. 20,122 m² (about), 86.9% of the Site), the remaining site area (i.e. 3,041 m² (about), 13.1% of the Site) will be reserved for a common vehicular access connecting the ingress/egress of the Site and the proposed premises of each tenant (**Plans 11 and 12 and Appendix I**).

Minimal traffic impact

- 5.14 The Site is accessible from Kong Nga Po Road via a local access (**Plan 1**). A 12 m (about) wide ingress/egress is proposed at the southern tip of the Site. A total of 35 parking and L/UL spaces will be provided (**Plan 10**). Details of the parking and L/UL provision are shown at **Table 6** below:

Table 6 – Provision of the parking and L/UL spaces

Type of parking spaces	No. of space
Parking spaces for PC - 2.5 m (W) x 5 m (L)	12
Parking spaces for LGV - 3.5 m (W) x 7 m (L)	5
Parking spaces for CV - 3.5 m (W) x 16 m (L)	8
Type of L/UL spaces	No. of space
L/UL spaces for LGV - 3.5 m (W) x 7 m (L)	1
L/UL spaces for CV - 3.5 m (W) x 16 m (L)	9

- 5.15 Sufficient space is provided for vehicles to manoeuvre smoothly within the Site to ensure that no vehicle will queue back to or reverse onto/from the Site to the public road (**Plans 13 and 14**). The swept path analyses have also demonstrated the smooth manoeuvring of articulated container vehicles travelling between the Site and Ping Che Road (**Plans 15 and 16**). During operation, staff will be deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian and road safety. The breakdown of estimated trips generation/attraction of proposed development are provided at **Table 7** below:

Table 7 – Estimated trip generation/attraction

Time period	Trips G\generation and attraction						2-Way Total
	PC		LGV		CV		
	In	Out	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (09:00 – 10:00)	6	0	0	2	1	2	11
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	0	6	2	0	2	1	11
Average trip per hour (10:00 – 18:00)	1	1	2	2	2	2	10

- 5.16 As the vehicular trips generated/attracted are minimal, the adverse traffic impact to the surrounding road network should not be anticipated. No vehicle without valid licenses

issued under the *Road Traffic (Registration and Licensing of Vehicles) Regulations* are allowed to be parked/stored at the Site at any time during the approval period of the planning permission.

- 5.17 The applicant implemented the traffic management measures as proposed under the previous application No. A/NE-HLH/77, and it was accepted by C for T in March 2026 under planning condition (d) of the previous application (**Appendix III**). The applicant will continue to maintain the implemented traffic management measures during the approval period of the planning permission.

Minimal environmental impact

- 5.18 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 minimise the 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 approval period of the planning permission.
- 5.19 During the construction stage, the applicant will follow the good practices stated in *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/24* to minimise 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.
- 5.20 During the operation of the proposed development, the major source of wastewater will be sewage from the washroom generated by staff. The applicant will implement good practices under *ProPECC PN 1/23* when designing on-site drainage system with the Site. 2.5 m high solid metal fencing will be erected along the site boundary to minimise 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 on a regular basis.

Minimal drainage impact

- 5.21 Under the previous application No. A/NE-HLH/77, the applicant submitted a DIA report to mitigate the potential drainage impact that would have generated from the proposed development, and it was accepted by CE/MN, DSD in February 2025 under planning condition (a) of the previous application (**Appendix II**). Upon obtaining the planning permission of the current application, the applicant will continue to implement the

proposed drainage facilities at the Site, and provide photographic records of the facilities upon completion for the consideration of CE/MN, DSD.

Fire safety aspect

5.22 Under the previous application No. A/NE-HLH/77, the applicant submitted an FSIs proposal to enhance fire safety of the proposed development, and it was accepted by D of FS in February 2025 under planning condition (g) of the previous application (**Appendix IV**). Given that all development parameters, including the site boundary, layout and applied uses have remained unchanged, the accepted FSIs proposal under the previous application will continue to be adopted. Upon obtaining the planning permission of the current application, as well as the STW approval as mentioned in Section 4.10 above, the applicant will continue to implement the proposed structures and install the required FSIs therewithin, and provide full set of valid F.S. 251 certificates for the consideration of D of FS.

6. CONCLUSION

- 6.1 The current application intends to facilitate the relocation of the Original Premises of various business operators scattered in Fanling North, San Tin and Sha Po, which are affected by the development of the FLN NDA, San Tin Technopole, and public housing development at Sha Po, Yuen Long. Whilst the applicant attempted to relocate their Original Premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable while the applicant was preparing for the submission of the previous application No. A/NE-HLH/77. Since the applied uses are the same as those in their respective Original Premises, approval of the current application could facilitate relocation due to land resumption, thereby minimise the impact on the implementation programme of various government development projects.
- 6.2 Although planning permission had previously been granted under the previous application No. A/NE-HLH/77, considering the scale of the proposed development, the applicant was not able to comply with all planning conditions at once within the limited timeframe. As such, the current application is submitted and considered crucial for the smooth relocation of the entire affected business.
- 6.3 Despite the proposed development is not in line with the long-term planning intention of the "AGR" zone, the Site and its surroundings are currently without active agricultural activities. Hence, approval of the application on a temporary basis would not frustrate the long-term planning intention and better utilise deserted land in the New Territories.
- 6.4 The Site is surrounded by unused/vacant land, sites occupied by temporary structures for various brownfield uses, 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 2/3 areas under *TPB PG-No. 13G*, genuine efforts for compliance with various planning conditions was made under the previous application that the proposed development would not generate significant adverse impacts on the surrounding areas, and the current application is on site with previous permission, approval of the current application is in line with *TPB PG-No. 13G* and shall not set an undesirable precedent within the Category 2/3 areas. In connection with the special background of the affected business operators to facilitate various Government projects, approval of the current application would not set an undesirable precedent within the "AGR" zone and Category 2/3 areas, and should be considered on its own merits.
- 6.5 The proposed development is not anticipated to create significant nuisance to the surrounding areas. The DIA report and FSIs proposal submitted by the applicant under the previous application were considered acceptable by various government departments. Upon obtaining relevant planning permission from the Board, the applicant will continue to implement the drainage facilities and finish the installation of the FSIs upon completion of the structures. The applicant will also continue to maintain the implemented traffic management measures at all times during the approval period of the planning permission.

The 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' by the EPD will also be strictly followed to minimise all possible environmental impacts on the nearby sensitive receivers.

- 6.6 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Container Storage Yard, Container Vehicle Park, Vehicle Repair Workshop, Logistics Centre, Warehouse and Open Storage of Miscellaneous Goods with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**'.

R-riches Planning Limited
May 2026