

Our Ref. : DD100 Lot 1435 & VL  
Your Ref. : TPB/A/NE-KTS/568

The Secretary,  
Town Planning Board,  
15/F, North Point Government Offices,  
333 Java Road,  
North Point, Hong Kong

**By Email**

6 November 2025

Dear Sir,

**Supplementary Information**

**Proposed Temporary Warehouse (excluding Dangerous Goods Godown) with Ancillary Facilities  
and Associated Filling of Land for a Period of 3 Years in "Agriculture" Zone,  
Various Lots in D.D. 100, Lin Tong Mei, Kwu Tung South, New Territories**

**(S.16 Planning Application No. A/NE-KTS/568)**

We write to provide supplementary information for the consideration of government departments (**Appendices I and II**).

Should you require more information regarding the application, please contact the undersigned at your convenience. Thank you for your kind attention.

Yours faithfully,

For and on behalf of  
**R-riches Planning Limited**



**Danny NG**  
Town Planner

[Redacted]

[Redacted]

**Supplementary Information****Proposed Temporary Warehouse (excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in “Agriculture” Zone, Various Lots in D.D. 100, Lin Tong Mei, Kwu Tung South, New Territories****(Application No. A/NE-KTS/568)**

The applicant provides the following supplementary information for the application:

1. The applicant enclosed revised pages of planning statement for the consideration of government departments (**Appendix II**);
2. The applicant confirmed there will be no storage of dangerous goods within the application site (the Site). No dismantling, maintenance, repairing, cleansing, paint spraying or other workshop activities, and storage of dangerous goods will be carried out at the Site at any time during the planning approval period. No open storage activities will also be permitted within uncovered area of the Site; and
3. 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 adverse environmental impacts and nuisance to the surrounding areas. The applicant will also comply with all environmental protection/pollution control ordinances, i.e. Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance etc. at all times during the planning approval period. Concerning the sewage and waste produced within the Site, any unwanted sewage and waste generated during construction and operation stage will be collected by the applicant. Professional collectors will then be recruited to collect such collected waste and sewage on a regular basis for further treatment. Such that, adverse impact towards the surrounding environment would be lessen.

*Approval of the application would act as a pilot scheme in order to echo with the Government's policy on upgrading and restructuring the warehousing and open storage industry*

- 2.5 The original business premises involves warehouse (excluding D.G.G.) and open storage (OS) of construction materials and machinery (**Appendix I, Plans 4 and 5**). As OS operations would inevitably create significant dust and noise nuisance to the surrounding environment, the applicant intends to alleviate these adverse impacts by relocating the aforesaid workshop and OS activities to the proposed structure, so as to minimise the potential visual, noise and air quality impacts to the surrounding areas.
- 2.6 According to the Government's Northern Metropolis Development Strategy, the Government aims to relocate and accommodate the affected brownfield operations (including OS activities) by upgrading and restructuring their business premises through the provision of multi-story industrial buildings (MSBs) and modern logistics centres. The proposed development would echo with the Government's intention to consolidate brownfield operations in a land-efficient manner. The proposed development could act as a pilot scheme to support the transformation of brownfield operations in the New Territories. The relocation of OS activities from the original premises to the proposed warehouse (excluding D.G.G.) at the Site will enhance storage conditions by protecting items from environmental harm, mitigating risks related to the external environment and worker safety, as well as improving overall operational efficiency.
- 2.7 The proposed development involves the operation of warehouse (excluding D.G.G.) of construction materials and machinery. The proposed use is similar to the affected premises in FLN. Details of the difference between the original premises and proposed development are shown at **Appendix I** and **Table 2** below:

**Table 2** - Difference between the Original Premises and the Application Site

| <b>Fancy Spot Limited</b> | <b>Original Premises<br/>(a)</b> | <b>Application Site<br/>(b)</b> | <b>Difference<br/>(b) - (a)</b>         |
|---------------------------|----------------------------------|---------------------------------|-----------------------------------------|
| <b>Total</b>              | 6,574 m <sup>2</sup><br>(about)  | 7,459 m <sup>2</sup><br>(about) | +885 m <sup>2</sup> , 13.5 %<br>(about) |

- 2.8 The area of the proposed development is slightly larger than the area of the applicants' original premises, since a portion of the Site is uncovered (i.e. 1,466 m<sup>2</sup> (about), about 20 % of the Site) and designated for circulation area to support the daily operation of the Site. This is to enhance the Site's overall efficiency, as well as to minimise any potential adverse traffic impact to the surrounding road network.

the proposed development. No further filling of land will be carried out at the Site during the planning approval period.

### *Operation Modes*

- 5.4 The Site will be used as warehouse for storage of construction materials and machinery, which are the same as those at the original site. There will be no storage of dangerous goods at the Site. The operation hours of the proposed development are Mondays to Saturdays from 09:00 to 19:00. There will be no operation on Sundays and public holidays.
- 5.5 It is estimated that the Site would be able to accommodate not more than 8 staff. The ancillary office, washroom and covered parking and L/UL spaces are intended to provide indoor workspace and essential facilities for staff to support the daily operation of the Site. As no shopfront is proposed at the Site, visitors are not anticipated at the Site (**Plan 8**).

### *Minimal Traffic Impact*

- 5.6 The Site is accessible from Fan Kam Road via a local access (**Plan 1**). A 16 m (about) wide vehicular ingress/egress is proposed at the southern boundary of the Site. A total of 7 parking and L/UL spaces will be provided within the Site (**Plan 8**). Details of the parking and L/UL provision are shown at **Table 5** below:

**Table 5** - Provision of Parking and L/UL Spaces

| Type of Parking Spaces                                              | No. of Spaces |
|---------------------------------------------------------------------|---------------|
| Parking Spaces for Private Cars (PC)<br>- 2.5 m (W) x 5 m (L)       | 4             |
| Types of L/UL Spaces                                                | No. of Spaces |
| L/UL Spaces for Light Goods Vehicles (LGV)<br>- 3.5 m (W) x 7 m (L) | 2             |
| L/UL Spaces for Container Vehicles (CV)<br>- 3.5 m (W) x 16 m (L)   | 1             |

- 5.7 Sufficient space is provided for vehicles to manoeuvre smoothly within the Site to ensure that no vehicle will be allowed to queue back to or reverse onto/from the Site to the public road via the local access (**Plans 8 and 10**). Staff will be deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian safety.
- 5.8 The breakdown of estimated trips generation/attraction of proposed development at AM and PM peak hours are provided at **Table 6** below: