

**Section 16 Planning Application for Proposed Temporary Warehouse
(Storage of Timber and other Associated Materials)
at Various Lots in D.D. 86 and D.D. 90 and
Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

PLANNING STATEMENT



**Toco Planning Consultants Ltd.
OZZO Technology (HK) Ltd.
Blanc Design Studio
AIM Group Limited**



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Executive Summary

To facilitate the commencement of Kwu Tung North/ Fanling North New Development Area (KTN/FLN NDA) development, a group of affected operators of the timber yards, sawmills and other related rural workshops in KTN have seek assistance from Hong Kong & Kowloon Timber Merchants Association Ltd. (HKTMA) to make their relocation and continuation of their business to further support Hong Kong in their specialised areas. This section 16 planning application is submitted by Toco Planning Consultants Ltd. on behalf of HKTMA to seek permission from the Town Planning Board (the Board) for the provision of temporary warehouse (storage of timber and other associated materials) a period of three years in order to facilitate the relocation of 8 affected operators in Ma Tso Lung to the application site situated along Lin Ma Hang Road in Sha Ling. The application site comprises various private lots in D.D. 86 and D.D. 90 and adjoining government land, which are zoned “Agriculture” (“AGR”) on the Approved Man Kam To Outline Zoning Plan No. S/NE-MKT/4.

The concerned sites of the 8 affected operators in KTN, who all are key players in the discipline of timber and related industry, had already/ would have to be resumed and reverted to the Government. However, site search has not been easy to identify suitable sites for relocation of the affected operators given the limited supply of private land in the area with right zoning or operational requirements for their rural workshops. HKTMA has spent effort on the site search exercise and considered that the application site in Sha Ling is the best available option within their budget, which has a large site area, good accessibility, no sensitive use in the vicinity of the site. On 30.4.2021, a s.16 planning application (No. A/NE-MKT/17) was approved by the Board 6 affected operators (Batch 1) had subsequently relocated their business to the new site in Sha Ling.

The proposed development is an integration of the planning approved scheme under No. A/NE-MKT/17 and the proposed extension (to cater the additional 2 affected operators – Batch 2). A development scheme has been prepared based on the operational needs of the 8 affected operators. With a total site area of about 20,512.5m², the application site is proposed to be divided into 5 portions with a total covered land area of about 13,986.1m² and a building height of not more than 12m for better management and operation. Similar to the previous practice, the proposed warehouse will be used for storage of timber and other related construction materials, ancillary office, toilets, loading/ unloading and parking purposes. The operation hour of all the operators at the site will be in line, i.e. 8:00 – 18:00 from Monday to Saturday and no operation on Sunday and public holidays. Planning and technical assessment shows that the proposed development is well justified and will not result in any significant adverse impacts on the traffic, environmental, drainage, sewerage, landscape and visual aspects of the locality. The proposed use is low-rise in nature and is compatible with the surrounding land uses which are mainly occupied by workshops and paved area/ dry abandoned field. Being temporary in nature, approval of the present application will not set an undesirable precedent for other similar applications and will not frustrate the long-term planning intention of the “AGR” zone.

行政摘要

(內容如有差異，應以英文版本為準)

鑒於古洞北、粉嶺北新發展區（新發展區）的發展程序已經進行中，一群位於古洞北的木園、鋸木廠及其他相關鄉郊工場之商戶受新發展區影響，因此向港九木行商會有限公司（商會）尋求搬遷協助，使其業務得以繼續，以進一步為香港提供特別專業支援。達材都市規劃顧問有限公司受商會委託，根據城市規劃條例第 16 條向城市規劃委員會（城規會）遞交為期 3 年的臨時規劃許可申請作貨倉（儲存木材及相關材料）用途，以便利將馬草龍的八間受影響的商戶搬遷到沙嶺蓮麻坑路旁的申請地點。申請地點位於丈量約份第 86 及 90 約的多幅私人地段及毗連政府土地內，現時在文錦渡分區計劃大綱核准圖編號 S/NE-MKT/4 上被訂為「農業」地帶。

這八間受影響商戶在木材及相關業行內扮演主要角色，而他們位於古洞北的工場之土地已經將會收回並歸還給政府，但覓地將受影響的商戶搬到適合的地點是絕非容易的事。商會一直努力地尋找合適的地點作搬遷，最終認為位於沙嶺的申請地點是最佳選擇，因為該地點面積較大，可達性高，而且地盤及周邊沒有敏感用途，售價亦是他們預算之內。有關根據城市規劃條例第 16 條的規劃申請（編號：A/NE-MKT/17）於 2021 年 4 月 30 日獲得城規會批准，其後其中 6 間受影響商戶（第一批）將業務搬遷到位於沙嶺的新地點。

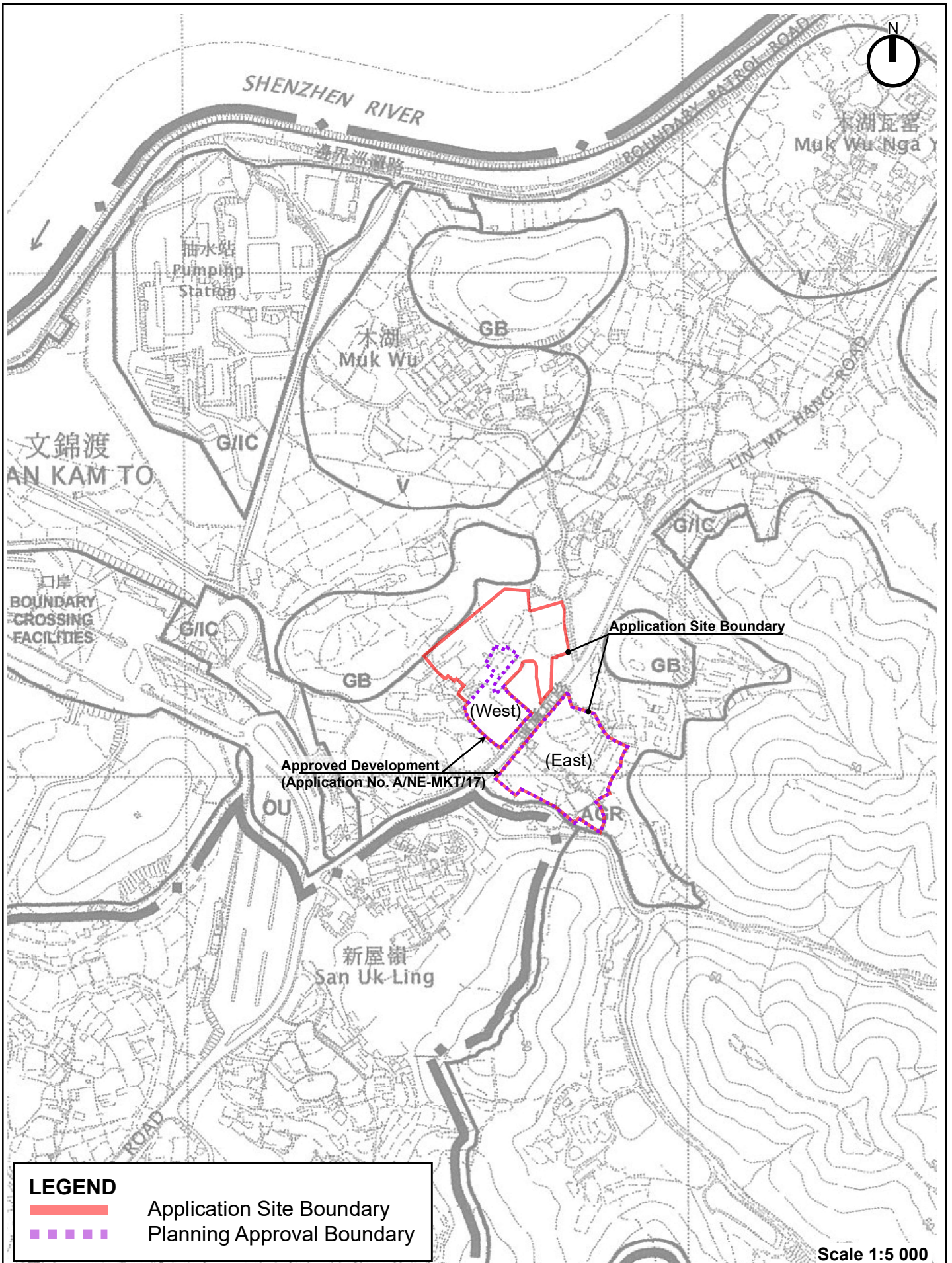
擬議發展組合了規劃核准計劃（編號：A/NE-MKT/17）及擬議擴建（以協助第二批的額外 2 間受影響商戶），申請地點佔地面積約 20,512.5 平方米，並根據八間受影響商戶的運營需求制定了發展計劃。為了日後有更好的管理和運營，本計劃建議將申請地點劃分為五部分，總覆蓋面積約 13,986.3 平方米，建築物高度不多於 12 米。與以前的運營模式類似，擬議貨倉將會用作存儲木材和其他建築材料、附屬辦公室、廁所，上落客區和泊車位等用途。申請地點內所有商戶的的營業時間將會劃一，即周一至週六由早上 8 時營運至下午 6 時，週日和公共假日不會營業。經過規劃及工程研究，本計劃理據充分，並不會對本區的交通、環境、排水、排污、園景和視覺景觀造成不良影響。擬議用途屬於低層建築，附近主要是工場和硬地/棄置的乾旱草地，擬議用途在土地利用上能與附近用途互相配合。由於本計劃的臨時性質，批准是次規劃申請不會為類似申請立下不良先例，亦不會窒礙「農業」地帶的長遠規劃意向。

1. Purpose of Submission

- 1.1 This section 16 (s.16) planning application is submitted by Toco Planning Consultants Ltd. on behalf of the Applicant, i.e. Hong Kong & Kowloon Timber Merchants Association Ltd. (HKTMA 港九木行商會有限公司), to seek planning permission from the Town Planning Board (the Board) for a proposed temporary warehouse (storage of timber and other associated materials) for a period of three years at the application site (the Site) covering various lots in D.D. 86 and D.D. 90 and adjoining Government Land (GL), Lin Ma Hang Road, Sha Ling.
- 1.2 The Site with an area of about 20,512.5m² falls within an area zoned “Agriculture” (“AGR”) on the Approved Man Kam To Outline Zoning Plan (OZP) No. S/NE-MKT/4 (see **Plan A**). It is divided into two portions bisected by Lin Ma Hang Road, namely the “eastern site” and the “western site” (i.e. representing the sites in the eastbound and westbound of Lin Ma Hang Road respectively).

2. Background of the Application

- 2.1 HKTMA was established early in 1931 with a long history in promoting timber industry in Hong Kong. Their mission is to safeguard the interest of their members. Over the past decades, timber industry has undergone significant changes due to economic transition. While many timber operators have ceased their businesses because of shortage of suitable land, the remaining operators are still supporting the economic development in Hong Kong as timber is a widely used raw material in many applications.
- 2.2 Due to implementation of the Kwu Tung North/ Fanling North New Development Area (KTN/FLN NDA) development (construction works commenced in September 2019), many sawmill, timber yards and other related rural workshops in Ma Tso Lung are affected/displaced by the NDA development (including the eight operators under the current application). In this regard, this application is submitted to facilitate the relocation of nine sites (eight operators) affected by the NDA development. According to the operators, their original sites in Ma Tso Lung had been reverted and resumed by the Government in Q4 2021/scheduled to be resumed in Q1 2024.
- 2.3 The Applicant has carried out site search in the territory for reprovisioning of the affected operations. A number of criteria have been formulated to assess the suitability of the sites (see **Appendix III**). While the Applicant has spent effort in identifying suitable relocation sites, the Site is considered the most suitable one due to the following reasons:
- (i) The Site has a large site size of more than 10,000m², which will be able to meet the operational need for affected operators, as timber and other associated materials are relatively large scale in size and weight, which requires more storage and manoeuvring space;



Plan A: Zoning Plan for the Application Site
 Extract of Approved Man Kam To Outline Zoning Plan No. S/NE-MKT/4

- (ii) The Site abutting Lin Ma Hang Road provides good accessibility to allow goods vehicles entering the Site. Right of way disputes will be avoided since the access will not encroach onto any private lots;
- (iii) Price offer of the Site is within their budget. They have entered a sales agreement with the landowners; and
- (iv) The Site is situated within a reasonable distance from major residential settlements. Pond filling or substantial clearance of vegetation is not required.

2.4 Please refer to **Appendix III** for the sites considered by the Applicant for relocation and their locations.

3. Site and Planning Context

3.1 Planning Context

3.1.1 The Site is zoned “AGR” on the Approved Man Kam To OZP No. S/NE-MKT/4. The planning intention of this zone is primarily to retain and safeguard good quality agricultural land/ farm/ fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purpose.

3.1.2 Part of the Site is the subject of a previous s.16 planning application (No. A/NE-MKT/17). The aforesaid application submitted by the same Applicant for temporary rural workshop (timber yard and sawmill) was approved with conditions by the Board on 30.4.2021 (see **Appendix I**). All the approval conditions not involving implementation and the approval condition involving the implementation of landscape proposal have been fully complied with (see **Appendix II**).

3.1.3 The proposed use – warehouse (storage of timber and other associated materials) under the current application is neither one of the Column 1 or Column 2 uses under the Schedule of Uses for the subject “AGR” zone. However, according to the Notes of the OZP, the TPB may grant planning permission for temporary use or development of any land or building not exceeding a period of three years within “AGR” zone.

3.2 Existing Site Condition and Its Surrounding Areas

3.2.1 The Site is located along (and accessible from) Lin Ma Hang Road, Sha Ling. It is divided into two portion bisected by Lin Ma Hang Road, namely the eastern site (eastbound of Lin Ma Hang Road) and the western site (westbound of Lin Ma Hang Road). The eastern site is bounded by a paved area with some temporary structures to the north; slopes and trees to the east; a small stream across a strip of vegetation to the south; and Lin Ma Hang Road to the west. The western site is bounded by temporary structures and a rural road to the north; Lin Ma Hang Road to the east; a footpath with some temporary structures to the south; and slopes and trees to the east. Bus stops are located about

200m from the application site in Man Kam To Road.

3.2.2 The Site has a total area of about 20,512.5m². Currently, the eastern site and part of the western site (except for the new extension area) is mostly hard paved, fenced off, partly covered with new trees along Lin Ma Hang Road, and partly covered by the built-over area based on the updated approved scheme. The new extension area within the western site is largely vacant, partly fenced off, and partly covered with dry abandoned field, wild vegetation (i.e. White Popinac) and temporary structures (see **Plan B**).

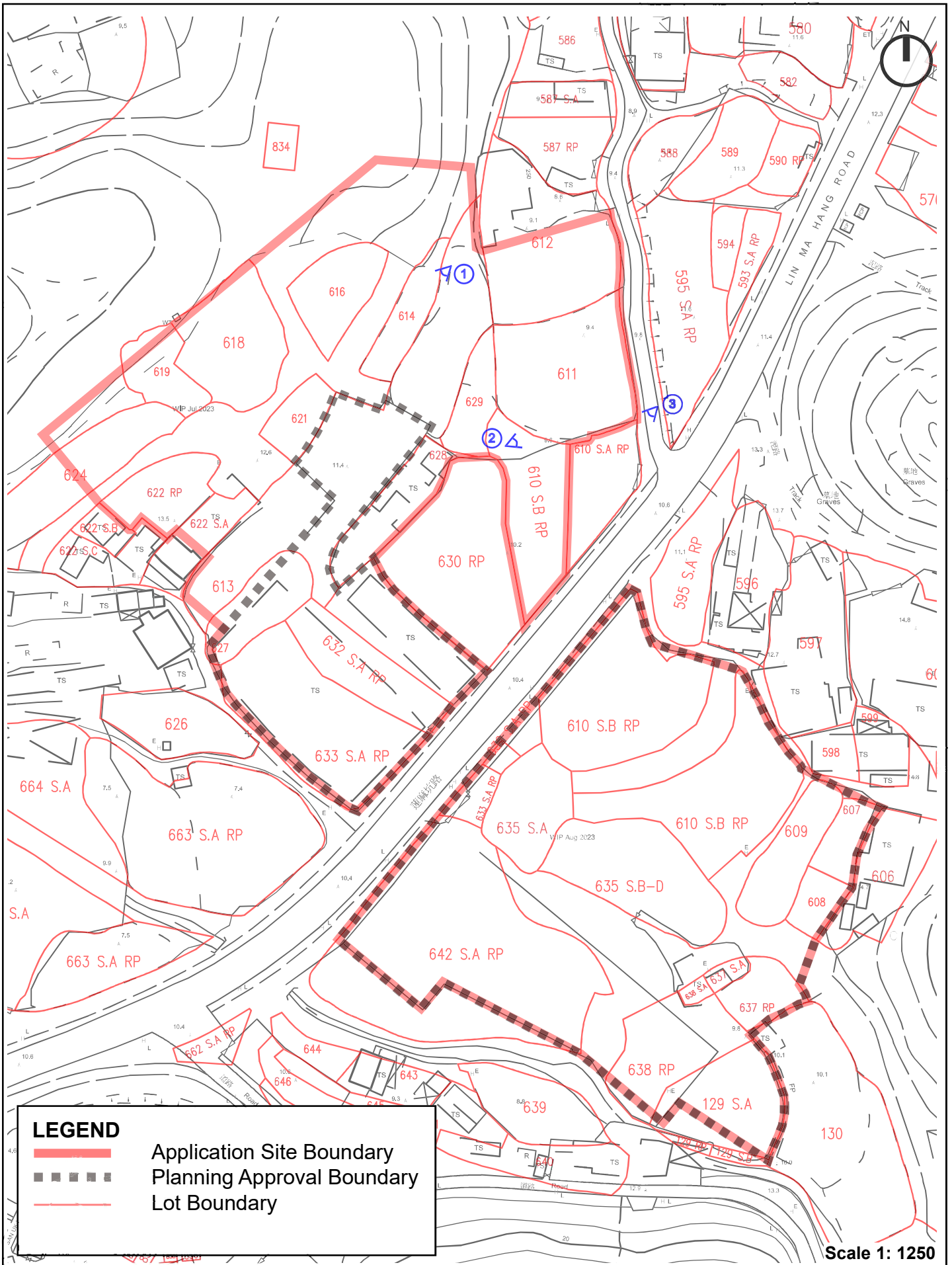
3.2.3 The surrounding land uses are rural in character intermixed with vacant land, temporary structures, small stream, slope, trees and flat land covered with dry abandoned field and wild grass. San Uk Ling Village is located further south of the Site across the tree clusters.

3.3 Land Status

3.3.1 The Site comprises Lot 129 S.A (part) in D.D. 86 and Lots 607, 608, 609, 610 S.B RP, 611, 612 (part), 613 (part), 614, 616, 618 (part), 619 (part), 621, 622 S.A (part), 622 RP, 624 (part), 627 (part), 628, 629, 632 S.A RP, 633 S.A RP (part), 635 S.A, 635 S.B, 635 S.C, 635 S.D, 637 S.A, 637 RP, 638 S.A, 638 RP (part) and 642 S.A RP (part) in D.D. 90 and adjoining GL. The total area of the private lots and GL within the Site are about 16,334.3m² and about 4,178.2m² respectively. A breakdown of the lot sizes is shown in **Table 3.1** below.

Table 3.1: Breakdown of the Site Area of Each Private Lot and GL within the Site

The East Site		The West Site	
Lot No.	Site Area (sqm)	Lot No.	Site Area(sqm)
Lot 129 S.A (part) in D.D. 86	476.6	Lot 610 S.B RP in D.D. 90	621.4
Lot 607 in D.D. 90	188.8	Lot 611 in D.D. 90	930.1
Lot 608 in D.D. 90	153.4	Lot 612 in D.D. 90	630.7
Lot 609 in D.D. 90	401.1	Lot 613 (part) in D.D. 90	1,859.3
Lot 610 S.B RP in D.D. 90	2,084.1	Lot 614 in D.D. 90	263.9
Lot 632 S.A RP in D.D. 90	37.1	Lot 616 in D.D. 90	374.9
Lot 633 S.A RP in D.D. 90	111.2	Lot 618 (part) in D.D. 90	624.6
Lot 635 S.A in D.D. 90	439.7	Lot 619 (part) in D.D. 90	227.5
Lot 635 S.B-D in D.D. 90	814.7	Lot 621 in D.D. 90	202.0
Lot 637 S.A in D.D. 90	53.7	Lot 622 S.A (part) in D.D. 90	144.0
Lot 637 RP in D.D. 90	228.7	Lot 622 RP in D.D. 90	347.2
Lot 638 S.A in D.D. 90	34.9	Lot 624 (part) in D.D. 90	305.2
Lot 638 RP (part) in D.D. 90	530.2	Lot 627 (part) in D.D. 90	335.9
Lot 642A RP (part) in D.D. 90	1,785.3	Lot 628 in D.D. 90	372.9
		Lot 629 in D.D. 90	242.3
		Lot 632 S.A RP in D.D. 90	483.3
		Lot 633 S.A RP (part) in D.D. 90	1,029.6
Government Land	1,680.0	Government Land	2,498.2
Total	9,019.5	Total	11,493.0



LEGEND

- Application Site Boundary
- Planning Approval Boundary
- Lot Boundary



Plan B: Site and Land Status Plan for the Application Site

Scale 1: 1250



Photo 1: Northern Part of the Application Site (Extension Area)



Photo 2: Northern Eastern Part of the Application Site (Extension Area)



Photo 3: Site A, Site B and Site C of the Application Site (Approved Scheme)



Plan B-1: Photos for the Application Site
(Viewpoints please see Plan B)

3.3.2 Should planning approval be given to this application, the owner(s) of the lots concerned will apply to Lands Department (LandsD) a Short Term Waiver (STW) and Short Term Tenancy (STT) covering all the actual occupation area. Besides, the STWs holders will apply to LandsD for modification of the STW conditions where appropriate. The Applicant will continuously communicate with the locals and responsible to resolve any land dispute issue arising from the proposed development.

3.4 Previous Application (Application No. A/NE-MKT/17)

3.4.1 Part of the Site (about 12,020.3m² or 58.6%) is the subject of a previous application submitted by the Applicant for a proposed temporary rural workshop (timber yard and sawmill) for a period of three years (Application No. A/NE-MKT/17) (see **Plan C**), which was approved with approval conditions by the Rural and New Town Planning Committee of the Board on 30.4.2021. The application was submitted to facilitate relocation of six operators affected by the said NDA development, including:

(i) **Million Loy Development Ltd. (Million Loy) (萬樂來發展有限公司)**

The leader in Hong Kong timber packaging and wooden pallets market. With a long history of more than 50 years, accounting for more than 70% of the market. Million Loy is also the biggest importer of European construction timber in Hong Kong, which amount to about 15% of the construction timber market.

(ii) **Fai Kee Timber Company Ltd. (Fai Kee) (輝記木業有限公司)**

The leader in Hong Kong interior decoration market. They supply their timber products to over 50% of timber product retailers in Hong Kong mainly in Wan Chai, Mong Kok and Fo Tan area.

(iii) **Polyrife Timber Ltd. (Polyrife) (寶利豐木業有限公司)**

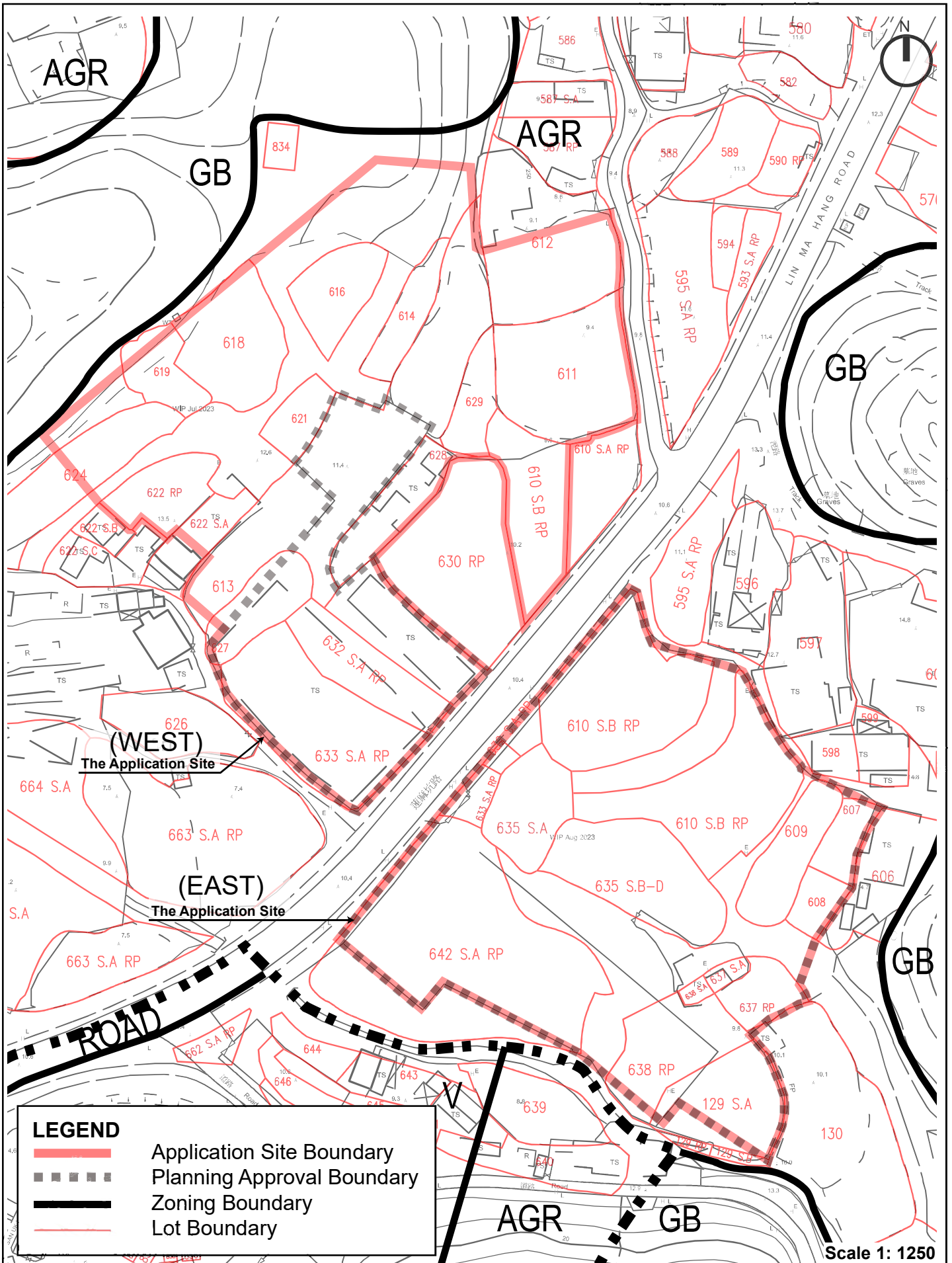
A legend in the construction timber market. They provide just in time (JIT) and full product range to support their customers and account for about 15% of the market share in Hong Kong.

(iv) **Truefaith Enterprise Ltd. (Truefaith) (前稱 (順發木器廠))**

A family-owned business specialising in making rattan furniture for export market. They keep part of their old factory in Kwu Tung North as a hub and sourcing centre for their operations.

(v) **Wong Chu Kee Timber (Wong Chu Kee) (王照記木行)**

The family company of Tak Kee. Their service including trucking operation is one of the key elements in the success of construction timber business in Kwu Tung North, and they will continue to be a crucial support to other operators after they have proceeded with their operation at the new site in Sha Ling.

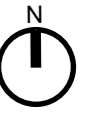
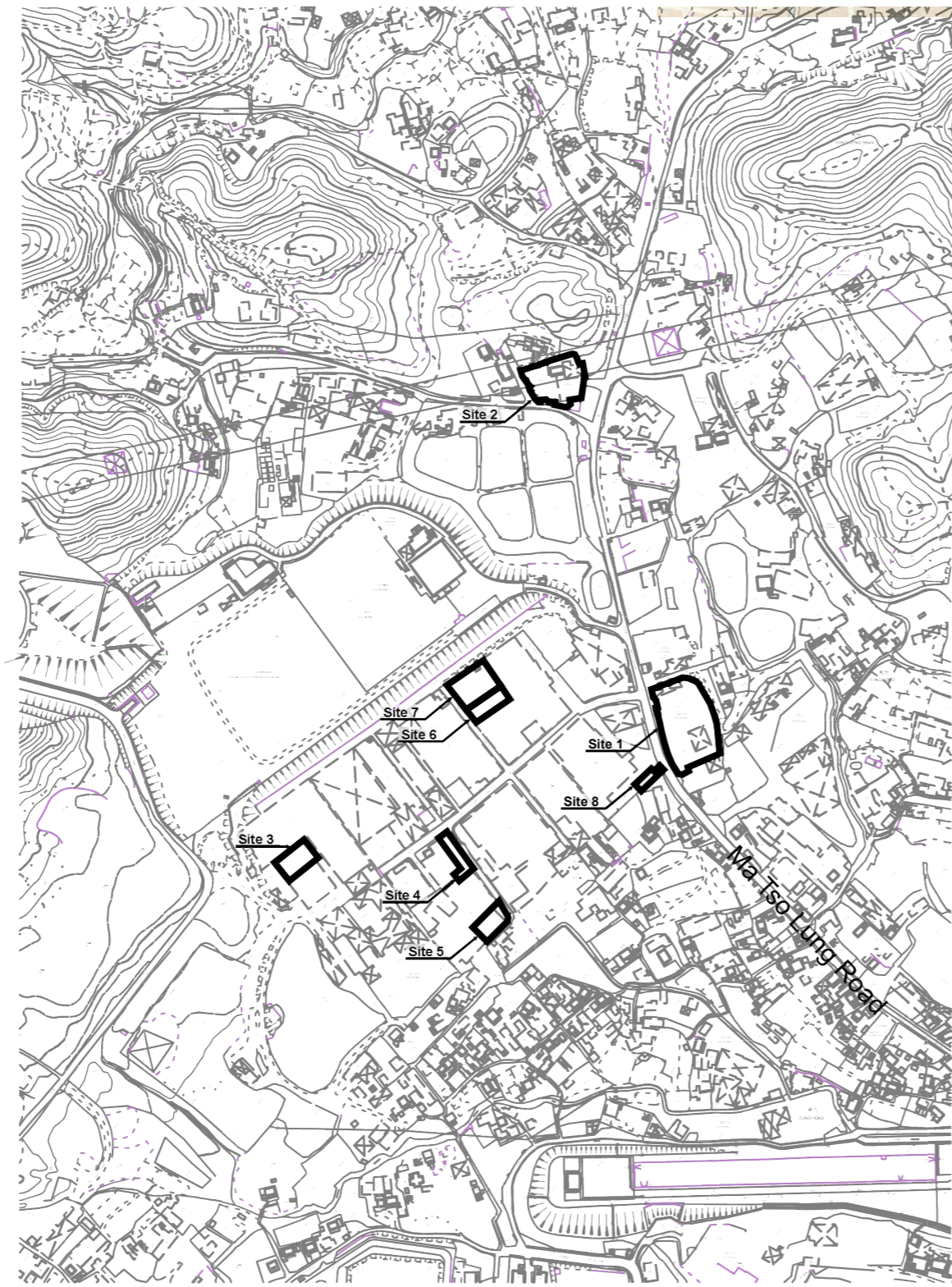


Plan C: Zoning and Location Plan for the Application Site

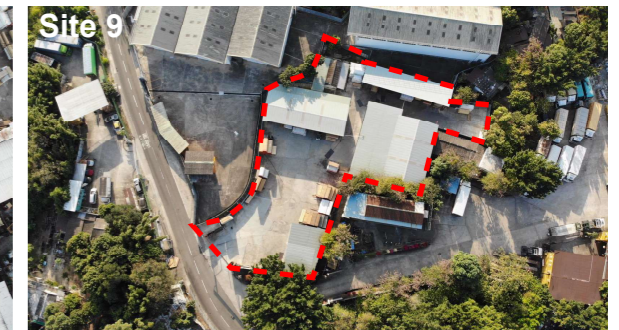
(vi) Tak Kee Timber Company (Tak Kee) (德記木行)

Tak Kee is a unique local sawmill supplying durable tropical hardwood for trucking flooring and wooden fence in Hong Kong. They are the last surviving company supplying and offering such type of service and operation in Hong Kong.

- 3.4.2 The above operators all specialize in different timber, sawmill and other related services. They have a long history of at least 15 years with some of them are multi-generational business which have operated for more than 50 years. A total of nine sites in Ma Tso Lung were reverted to the Government for NDA development (see location plan in **Plan D**). The planning approval allowed the affected operators to relocate into a single site for better management. Details of the business and operational background of each of the operator are at **Appendix IV**.
- 3.4.3 Upon approval of the application, the Applicant started to fulfil approval conditions imposed under the planning permission and started to deal with relevant land/ownership issues. Approval conditions in relation to the submission of Drainage Impact Assessment (DIA) (*approval condition (c)*), Landscape Proposal (*approval condition (e)*), Proposals for Fire Services Installations and Water Supplies for Firefighting (FSI Proposal) (*approval condition (g)*) and Proposals for Environmental Mitigation Measures (*approval condition (i)*) have been complied with. Besides, approval condition in relation to the implementation of the Landscape Proposal (*approval condition (f)*) has also been complied with (see **Appendix II** for approval letters).
- 3.4.4 Whilst the Applicant had strived to comply with the remaining approval conditions related to the implementation of the drainage, environmental and FSI proposals (*approval conditions (d), (h) and (j) respectively*), such conditions can only be fulfilled after obtaining approvals from relevant authority under lands regime. In view of the extensive site area (covering 18 private lots and 9 pieces of GL) and complicated land ownership issues, land applications are still under processing. As a result, the Applicant is unable to comply with the remaining approval conditions due to unexpected delay of construction works. In addition, as for condition (h) – implementation of FSI proposal, water tanks for Site A, Site B and Site C have been completed. The FSI for Site C have been completed and the FS251 certificates for some of the FSI are issued. However, the remaining FS251 certificates can only be issued after the application of Form WW046 (i.e. application for constructing, installing, altering or removing an inside service or fire service) is approved by Water Supplies Department (WSD), which advised by WSD, may take at least a year or two. Subsequently, the planning permission was revoked on 30.11.2023, and hence a fresh application is required.



Scale 1:5 000



Plan D: Site Plan for the Existing Location of the Affected Operator (Batch 1)

4. The Revised Scheme

Due to the difficulties encountered by the Applicant as mentioned in paragraph 3.4.4 above, a fresh application to the Board is therefore required. The Applicant also would like to take this opportunity to revise site area as approved under the previous application so as to accommodate two additional operators affected by the NDA development. In view of that latest operation arrangement, resawing services as previously proposed in the approved scheme (Application No. A/NE-MKT/17) is no longer carried out in the Site as relevant facilities have been relocated and reprovisioned in Mainland China. As such, only storage of timber and other associated construction materials (such as metal construction materials) will be conducted within the Site under the current application. The proposed scheme under the current application is therefore slightly amended to serve the operational needs of the operators, which will be detailed below.

4.1 Comparison between the Approved Scheme and the Revised Scheme

4.1.1 In response to the latest departmental and HKTMA's operational requirements, the Applicant herein submits a revised scheme with the following aspects as compared to the approved scheme:

- (i) The affected operators will no longer provide workshop/ resawn services and only be used for storage of timber and related products at the new site.
- (ii) The proposed layout covering the east site will be relatively the same as the updated approved scheme, except for a very small portion of the built-over area that will be crafted out in order to meet the latest traffic and drainage requirements.
- (iii) Due to a small portion of the operational area of Polyribe Timber Ltd. will become the shared access and the operational area of Ronca Exhibition Ltd., the loss of operational area will be compensated in the proposed extension area.
- (iv) Similar to the updated approved scheme, HKTMA intends to slightly increase the operational area of the 2 additional sites to cater the growing demand for their business. All the structures are setback 1m from the site boundary to allow drainage facilities. 2m landscape buffer will be provided along the Lin Ma Hang Road.

4.1.2 A comparison table showing the differences between the approved scheme and the revised scheme in terms of site area, nature of operation and major development parameters is shown in **Table 4.1** below.

Table 4.1: Comparison of the Major Development Parameters between the Approved Scheme and the Revised Scheme

	Approved Scheme (a)	Revised Scheme (b)	Difference (b) – (a)
Nature of Operation	Rural Workshops	Warehouses	N/A

Site Area (m ²)		About 12,085.9m ²	About 20,512.5m ²	+8,426.6m ²
GFA (m ²)		About 9,786.4m ²	About 14,262.9m ²	+4,476.5m ²
Site Coverage (Approximately)		About 9,653.4 m ²	About 13,986.1 m ²	+4,332.7m ²
No. of Storeys		Not more than 2 storeys	Not more than 2 storeys	0
Building Height (m)		Not higher than 12m	Not higher than 12m	0
No. of Parking Space	Private Car Parking	10	12	+2
Loading Space	HVG or MGV	5	7	+2
	Container or HGV	3	5	+2

4.2 The Proposed Development

4.2.1 In order to facilitate better management and operation of the 8 warehouses, the current proposal is proposed to be divided into 5 portions. The layout plan is shown in **Plan E**. Key development parameters of the proposed development are tabulated below:

(i) Site A

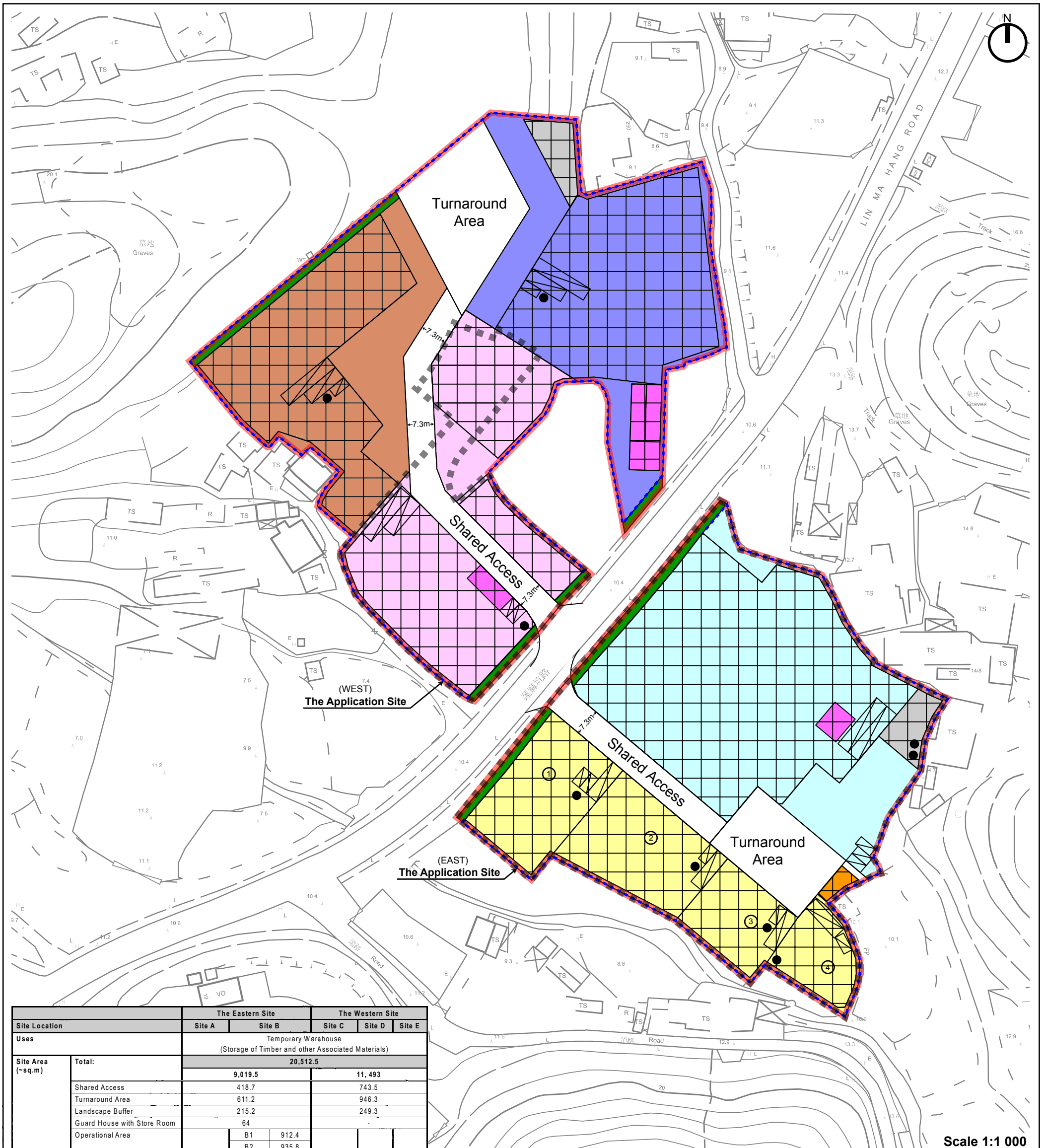
Site A covers the northern part of the eastern site and it will be occupied by the warehouse for Million Loy. Same as the updated approved scheme, the warehouse will have an operational area of about 4,856.3m². The ingress/ egress point will be shared with Site B connecting Lin Ma Hang Road and it is about 7.3m wide. In order to meet the latest traffic requirements, a very small portion of the built-over area will be crafted out and the loading/ unloading spaces will be slightly adjusted.

(ii) Site B

Site B covers the southern part of the eastern site and it will be occupied by the warehouses for several operators, i.e. Truefaith (Site B1), Fai Kee (Site B2), Tak Kee (Site B3) and Wong Chu Kee (Site B4). Same as the updated approved scheme, their warehouses will have a total operational area of about 2,854.1m². The ingress/ egress point will be shared with Site A connecting Lin Ma Hang Road and it is about 7.3m wide. In order to meet the latest drainage and traffic requirements, a very small portion of the built-over area for Wong Chu Kee will be crafted out and the loading/ unloading spaces for Wong Chu Kee will be slightly adjusted.

(iii) Site C

Site C covers the southern part of the western site and it will be occupied by the warehouses for Polyribe. Similar to the approved scheme, the warehouses will have an operational area of about 2,941.3m². However, the original ingress/ egress point (about 7.3m wide) will be shared with Site D and Site E connecting Lin Ma Hang Road. Thus, a small portion of the original operational area of Polyribe will become the shared access (and the operational area of Ronca). The loss of operational area will be compensated in the proposed extension area. Besides, the built-over area has been slightly increased to about 2,540.5m² (previously about 2,339m²) in order to cater the growing demand for their business and services.



		The Eastern Site		The Western Site		
Site Location		Site A	Site B	Site C	Site D	Site E
Uses		Temporary Warehouse (Storage of Timber and other Associated Materials)				
Site Area (~sq.m)	Total:	20,512.5				
	Shared Access	418.7				743.5
	Turnaround Area	611.2				946.3
	Landscape Buffer	215.2				249.3
	Guard House with Store Room	64				
	Operational Area	4,856.3	B1 912.4 B2 935.8 B3 546.8 B4 459.1 Subtotal 2,854.1	2,941.3	2,898.7	3,713.9
Site Coverage (~sq.m)	Total:	13,922.9				
		6,728.8				7,194.1
Gross Floor Area (~sq.m)	Total:	14,262.9				
		6,824.8				7,438.1
	Structure for warehouse, parking, loading/ unloading (1 storey, 12m in height)	3,780.8 (excluding office area)	2,690.5	2,479.5 (excluding office area)	1,997.2	2,303.7
	Shed (1 storey, 8m in height)	161.5	-	-	-	169.6
	Ancillary Office (2 storeys, 5m in height)	112	-	122	-	366
Guard House with Store Room (2 storey, 6m in height)	80					
Internal Transport Facilities	private car parking spaces (2.5m x 5m)	3	5	2	1	1
	loading/unloading bays for HGV or MGW (3.5 x 11m)	-	4	1	1	1
	loading/unloading bays for container vehicle or HGV (3.5 x 16m)	2	-	1	1	1

Scale 1:1 000

Legend

- Application Site Boundary
- Planning Approval Boundary
- Structure for workshop, storage, parking, loading/ unloading (approx. 12m in height)
- Shed (approx. 8m in height)
- Office (approx. 5m in height)
- Location of Temporary Portable Toilets
- Guard House
- Reserved 2m Landscape Buffer
- Fence Wall
- Site A
- Site B
- Site C
- Site D
- Site E
- Parking Space for Private Cars (5m x 2.5m)
- Loading/Unloading Space for HGV/MGW (11m x 3.5m)
- Loading/Unloading Space for Container Vehicles (16m x 3.5m)

Site A: Million Loy Development Ltd.
Site B1: Truefaith Enterprises Ltd.
Site B2: Fai Kee Timber Co. Ltd.
Site B3: Tak Kee Timber Company
Site B4: Wong Chu Kee Timber
Site C: Polyribe Timber Ltd.
Site D: Serawak (K.T.) Company Ltd.
Site E: Ronca Exhibition Ltd.



Plan E: Indicative Layout and Development Proposal

(iv) Site D

Site D covers the western part of the western site and it will be occupied by the warehouse for Serawak. The warehouse will have an operational area of about 2,898.7m². The ingress/ egress point will be shared with Site C and Site E connecting Lin Ma Hang Road and it is about 7.3m wide.

(v) Site E

Site E covers the eastern part of the western site and it will be occupied by the warehouse for Ronca. The warehouse will have an operational area of about 3,713.9m². The ingress/ egress point will be shared with Site C and Site D connecting Lin Ma Hang Road and it is about 7.3m wide.

4.2.2 Key development parameters for the proposed development are shown in **Table 4.2**. Same as the approved scheme, the Site will be fenced off by 2.5m high corrugated metal sheets. All the structures will not be taller than 12m and they will be set back 1m from the site boundary to allow drainage facilities. The shed will be mainly used for access and temporary storage purpose.

Table 4.2: Key Development Parameters for the Proposed Development

		The Eastern Site			The Western Site		
Site Location		Site A	Site B		Site C	Site D	Site E
Uses		Temporary Warehouse (Storage of Timber and other Associated Materials)					
Site Area (~sq.m)	Total:	20,512.5					
		9,019.5			11,493		
	Shared Access	418.7			743.5		
	Turnaround Area	611.2			946.3		
	Landscape Buffer	215.2			249.3		
	Guard House with Store Room	64			-		
	Operational Area	4,856.3	B1	912.4	2,941.3	2,898.7	3,713.9
	B2		935.8				
	B3		546.8				
	B4		459.1				
	Subtotal		2,854.1				
Site Coverage (~sq.m)	Total:	13,922.9					
		6,728.8			7,194.1		
Gross Floor Area (~sq.m)	Total:	14,262.9					
		6,824.8			7,438.1		
	Structure for warehouse, parking, loading/ unloading (1 storey, 12m in height)	3,780.8 (excluding office area)	2,690.5		2,479.5 (excluding office area)	1,997.2	2,303.7
	Shed (1 storey, 8m in height)	161.5	-		-	-	169.6
	Ancillary Office (2 storeys, 5m in height)	112	-		122	-	366
	Guard House with Store Room (2 storey, 6m in height)	80			-		

Internal Transport Facilities	private car parking spaces (2.5m x 5m)	3	5	2	1	1
	loading/unloading bays for HGV or MGW (3.5 x 11m)	-	4	1	1	1
	loading/unloading bays for container vehicle or HGV (3.5 x 16m)	2	-	1	1	1

4.3 The Two Additional Operators

4.3.1 Apart from the aforesaid six operators, two additional operators will be relocated to the Site since their original sites in Ma Tso Lung will be reverted to the Government in Q1 2024 (see **Plan F** and **Appendix V**). Details of the two concerned operators are as follows:

(i) **Serawak (K.T.) Company Ltd. (Serawak) (砂勞越(建大)有限公司)**

Serawak has been a provider of wooden construction materials in Hong Kong for over 40 years, with over 18 years of warehouse operation in their current site within the North district. All of the wooden materials that their warehouse handles are imported, and they act as one of the largest distributor of wooden materials in Hong Kong. To provide a stable, timely and reliable supply of wooden materials for local construction parties, they ensure their warehouses maintain large reserves of wood to meet local demand.

The recent eviction notice from the Government will incur significant detrimental impacts to the company, as well as a significant number of infrastructure projects relying on their availability of wooden materials. Hence, it is extremely important for them to facilitate a seamless transition in the relocation and continuation of their business. The Applicant hopes that the Government can be thoughtful in providing the appropriate support and assistance.

(ii) **Ronca Exhibition Ltd. (Ronca) (朗嘉展覽有限公司)**

Ronca is one of the largest consultancy companies in Hong Kong engaging in large and small-scale exhibitions, shopping mall decorations and setting up of contractual event exhibitions. Apart from providing first class services, their vision lies within future developments as a contribution of the Hong Kong exhibition industry. Whilst business was tough during the COVID-19 pandemic, both Hong Kong and the exhibition business has recovered recently and there is a significant demand for their services. Ronca has recently been ordered by LandsD to vacate the current operating site. If Ronca is unable to secure seamless transitional arrangements, this will incur significant detrimental impacts to their business and operations. Due to the severity and urgency of the situation, HKTMA hopes to seek support and assistance from the Government in protecting their related businesses.

4.4 Technical Feasibility

4.4.1 In support of the current application, the applicant has conducted relevant technical assessments to demonstrate that the proposed scheme is technically feasible.



Plan F: Site Plan for Existing Location of the Affected Operator (Batch 2)

(i) **Landscape Aspect**

A Landscape Proposal, which entails planting of 40 compensatory trees of the species *Lagerstroemia speciosa* along Lin Ma Hang Road, was submitted for compliance with approval condition (i) under the approved application. On 28.10.2021, Planning Department (PlanD) considered the Landscape Proposal acceptable (see **Appendix II**). Moreover, the executed implementation work of the Landscape Proposal was also accepted by PlanD on 12.9.2023 (i.e. approval condition (f) has been complied with).

Under the current application, it is proposed that the existing 2m planting strip along Lin Ma Hang Road will all be retained in-situ. Besides, an additional tree survey covering the extension portion has been conducted on 29.12.2023 and 31.1.2024. The survey revealed that there are 14 trees and all are proposed to be felled due to the conflict with the future operation of warehouses, especially most are invasive exotic trees. In an effort to maintain a verdant ambiance to the Site, the Applicant is committed to enhancing the greenery by proposing a row of *Lagerstroemia speciosa* along Lin Ma Hang Road and along the northern boundary to provide a landscape buffer to the site, a total of 17 new trees to be planted. The Landscape Proposal has been updated and attached in **Appendix VI**.

(ii) **Traffic Arrangement**

The Site can be accessed directly by both side of Lin Ma Hang Road. Public transport facilities are provided along Man Kam To Road and Lin Ma Hang Road within 500m catchment area. Staffs/ visitors can take public transport to/ from the site. Since the requirements of provision of internal transport facilities for the proposed temporary warehouse are not specified in the Hong Kong Planning Standards and Guidelines, it is estimated based on the existing operation and traffic generation provided by HKTMA.

In order to meet their operational need, 5 loading/unloading bays for container vehicle (3.5m x 16m), 7 loading/unloading bays for HGV or MGW (3.5m x 11m) and 12 private car parking spaces (2.5m x 5m) are proposed. The ingress/ egress for both the east site and the west site will be maintained 7.3m in width to allow sufficient space for vehicles entering/ leaving the site. There will be no difficulties in internal traffic circulation since sufficient space for manoeuvring and queuing of vehicles are allowed at the shared access and turnaround areas, such that no waiting or queuing of goods vehicles along Lin Ma Hang Road will arise under any circumstances. Management and crowd measures will be adopted so that blockage at the access road and run-in/out can be avoided. The Preliminary Traffic Impact Assessment has been updated and attached in **Appendix VII**.

(iii) **Environmental, Drainage and Fire Safety Aspects**

The Applicant has submitted an Environmental Proposal (EP), a FSI Proposal and a DIA for relevant departments' consideration. The proposals were considered acceptable by concerned departments between 2021 and 2022 (see **Appendix II**).

(a) Environmental Arrangement

Majority of the built-over area within Site A, Site B and Site C has been built according to the materials (i.e. foam surrounding steel plate and rockwool board) as proposed in the Environmental Proposal under the latest approved scheme. As previously mentioned, the affected operators will no longer provide workshop/ resawn services and the Site will only be used for storage of timber and related products. For the construction of built-over area for Site D and Site E, colour coated steel plate of appropriate thickness would be used.

The EP has been updated and attached in **Appendix VIII**. Similar to the latest approved scheme, 2.5m high corrugated metal fence wall around the site boundary and 2m landscape buffer along Lin Ma Hang Road will be provided. No less than 5m distance between Lin Ma Hang Road and the proposed structures have been provided. Two additional portable toilets will be provided on-site (One in Site D and one in Site E).

(b) Drainage Arrangement

As part of the approval condition of the approved scheme, peripheral channels throughout the site areas and underground storage tanks located the eastern portion (Sites A and B) and western portion (Site C) has been provided.

According to the updated assessment, for the eastern portion, the existing peak flows can be accommodated within the existing drainage system(s). For the western portion, it is proposed to provide storage facilities (buried tanks) to temporarily store excess runoff from the site, to reduce the peak discharge. The existing eastern streamcourse comprises a significant channel and capacity calculation indicates that it could accommodate some increased runoff from the site. It is proposed to limit the future runoff from the site to a nominal figure, which has been used for the hydrographs for the western site. The required storage volumes for the 60-minute and 90-minute rainfall events are the same, so this has been adopted for the updated DIA, which is attached in **Appendix IX**, and no further assessment of longer-duration rainfall is required. The storage will be provided as 4 x 75m² standard tanks.

To meet the latest drainage requirements, the proposed built-over area shall be at least 3m away from the top of the bank of the stream course.

(c) Fire Safety Arrangement

As part of the approval condition of the approved scheme, a 135,000 Litres RCC Sprinkler Water Tank has been provided at Site C (under the previous FSI Proposal). According to previous calculations, the Sprinkler Water Tank located at Site C could cater and be shared with the proposed extension area. The size of the Sprinkler Water Tank has already taken into account the requirement for the extension area. The FSI Proposal has been updated and attached in **Appendix X**. Extra firefighting facilities within the warehouses in the extension area will be provided in accordance to the departmental requirements.

5. Planning Justifications

5.1 Maintain the Supply of Timber and Associated Materials to Support the Construction Projects and Timber Products in Hong Kong

- 5.1.1 Timber industry has undergone significant changes over the past decades and many timber operators ceased their business because of shortage of suitable land for their operations. The 8 operators are vital in the timber and related industry as they are the several remaining timber importers and suppliers that continue to contribute significantly to a number of construction projects, furniture productions and construction of exhibition spaces in Hong Kong. As detailed in **Section 3.4**, **Section 4.2** and **Appendix IV**, each operator contributes greatly in different divisions of the Hong Kong timber industry.
- 5.1.2 The approval of the application would allow the 8 operators, who all are key players in the discipline of timber and related industry, to continue their business, maintain the industry, provide timber supply and support the economy in Hong Kong.

5.2 Urgently Required for the Re-location of Affected Operators

- 5.2.1 Due to the construction works for the KTN/FLN NDA development commenced in September 2019, many private lands in Ma Tso Lung have been greatly affected. The concerned sites within the KTN/FLN NDA had already/ would have to be resumed and reverted to the Government. In this regard, a group of affected operators seek assistance from HKTMA to make their relocation and continuation of their business a seamless transition to further support Hong Kong in their specialised areas.
- 5.2.2 Various discussions have been made between Development Bureau and HKTMA in regards to the relocation of the affected operators over the past several years. Eventually, HKTMA has identified the subject Sha Ling site located along Lin Ma Hang Road as the best available option. The Applicant has spent great effort to secure the subject private lots that could form an appropriate site size which meets the 8 operator's operational needs as detailed in **Section 2.3** and **Appendix III**.

5.3 Site Suitability for the Proposed Relocation

- 5.3.1 As detailed in **Section 2.3** and **Appendix III**, the Site in Sha Ling is operationally and financially suitable than the other sites. It has a large site area of more than 20,000m² which will be able to meet the need for the business of the 8 affected operators. Right of way disputes will be avoided since the access to the Site will not encroach onto the private lots from the other landowners. Besides, the Site is conveniently served by local networks (i.e. Lin Ma Hang Road towards Man Kam To Road) and close to the boundary crossing points. Being located close to a main road and with considerable size to accommodate the operational needs of the operators, the Site is the best available site.

5.3.2 Although the Site is zoned “AGR” on the Approved Man Kam To OZP, it is considered less susceptible to the local environment as the proposed storage and warehouse uses will be located within the covered structures. The proposed uses are low-rise in nature and are compatible with the surrounding land uses which are mainly occupied by workshops and paved area/ dry abandoned field. They are situated within a reasonable distance from the residential settlement. There are no sensitive zonings (i.e. such as Green Belt, Coastal Protection Area, Site of Special Scientific Interest or Country Park) in the vicinity of the Site. Pond filling or substantial clearance of vegetation is not required.

5.4 The Site is No Longer Suitable for Agricultural Use

5.4.1 The Site is zoned “AGR” which is intended to retain and safeguard good quality agricultural land/ farm/ fish ponds for agricultural purpose. However, the Site is considered no longer suitable for agricultural rehabilitation since half of the Site is already hard paved, fenced off, and partly covered by the built-over area based on the updated approved scheme. The remaining portion of the Site is largely vacant, partly fenced off, and partly covered with dry abandoned field and temporary structures. Some area is inaccessible as it is enclosed by fences. Approval of the planning application on a temporary basis will not frustrate the long-term planning intention of the “AGR” zone.

5.4.2 Having considered the fact that some open storage/ workshops are sited further west and north of the Site, and several graves are located further north, it is unlikely that the planning intention of “AGR” zone in close vicinity could be materialised in short term until the surrounding characteristics are entirely and compulsorily required to be reverted to agricultural activities. Given that the timber operators have been in operation for between 18 to 60 years, the 8 operators have been serving the construction industry and wood related productions and goods with good track records. In order to be compatible with the surrounding environment, various mitigation measures are proposed such as providing a setback with varying width from about 2.7m to 17m from the stream to protect the natural resources of the area. Such buffer space covers about a total of 866.2m² of the private lots at the Site (about 586.2m² (25% of Lot 642 S.A RP in D.D. 90) and about 280.2m² (20% of Lot 129 S.A in D.D. 86 and Lot 638 in D.D. 90)).

5.5 Maximize Utilization of Valuable Land Resources

5.5.1 The Site is currently vacant. The proposed development provides an interim solution to maximize land utilization of the application site and allow more efficient use of scarce land resources rather than leaving the site idle and deteriorate. In addition, the proposed development would allow the 8 timber yard/ sawmill operators to continue to greatly contribute to the timber industry in Hong Kong. They are all timber operators with a long history, some of them are multi-generations business for more than 50 years. The remaining companies have been operating in Kwu Tung North for more than 15 years. More importantly, they all have their next generation to take over their business and work for their family legacy.

5.5.2 Furthermore, although partial of the Site (i.e. Lot 642 S.A RP and Lot 638 in D.D. 90) falls within the village environ boundary of San Uk Ling, it will not significantly affect the provision of land for small house developments in the area for the following reasons:-

- (i) The Site falls outside the "Village Type Development" ("V") zone. There are plenty of lands still available within the "V" zone of San Uk Ling which is primarily intended for small house development. Thus, small house development outside the "V" zone does not comply with relevant policy as there is no general shortage of land in meeting the demand for small house development in the "V" zone of San Uk Ling.
- (ii) The Site is far way from the village core and is segregated by stream and mature trees. It is considered more appropriate to concentrate the small house development close to the existing village cluster for orderly development pattern, efficient use of land and provision of infrastructures and services.

The use of the abandoned agricultural land would allow more efficient use of scarce land resource and the continuation of a number of well-established timber companies in Hong Kong, rather than leaving the deterioration of the site in "AGR" zone.

5.6 Majority of the Approval Conditions for the Approved Scheme have been Fulfilled

5.6.1 The approved scheme under No. A/NE-MKT/17 was approved with conditions on a temporary basis by the TPB on 30.4.2021 (see **Appendix I**). Approval conditions (a), (b), (k), (l) & (m) only refer to the operational control and planning control to the conditions with a prescribed time limit. However, approval conditions (c), (d), (e), (f), (g), (h), (i) & (j) refer to the submission and implementation of the proposals for drainage, landscape, fire safety, and environmental aspects within the prescribed time limit.

5.6.2 Subsequently, the Applicant started the process to fulfill the approval conditions and to deal with the land applications and ownership issues related to the site. All the approval conditions not involving implementation (i.e. approval conditions (c), (e), (g) & (i)) have been fully complied with to the satisfaction of relevant government departments between 28.10.2021 and 5.7.2023 (see **Appendix II**). Besides, the Applicant has recently received a letter from PlanD on 12.9.2023 that approval condition (f) in relation to the implementation of landscape proposal has been complied with (see **Appendix II**).

5.6.3 The Applicant has worked hard to fulfill the remaining approval conditions involving implementation. The status of works could be summarized as follows:

(i) Condition (d) – Implementation of Drainage Proposal

All the drainage facilities (including underground storage tanks, U-channels and catchpits) for Site A, Site B and Site C have been completed. The as-built drainage record photos have been submitted to PlanD on 16.8.2023 for circulation to relevant departments. The Applicant advised that Drainage Services

Department (DSD) has recently conducted a site inspection on 16.10.2023 to check the drainage facilities at the application site.

(ii) Condition (h) – Implementation of FSI Installations Proposal

Water tanks for Site A, Site B and Site C have been completed. The FSI Installations for Site C have been completed and the FS251 certificates for some of the FSI Installations are issued. The remaining FS251 certificates can only be issued after the application of Form WW046 (i.e. application for constructing, installing, altering or removing an inside service or fire service) is approved by Water Supplies Department.

(iii) Condition (j) – Implementation of Environmental Proposal

The Applicant has purchased the required building materials as per the approved EP. However, the implementation of EP can only be completed once all the built-over area is constructed and this requires secured land status (i.e. the issuance of STW and STT by LandsD. Nevertheless, in order to speed up the implementation, the Applicant has already constructed part of the workshop covering those areas with valid STW or STT.

5.6.4 The site boundary within the approved scheme comprises 18 private lots and 9 pieces of GL. The Applicant has worked very hard to deal with transfer of ownership, obtain owners' consents, land application and land dispute. The Applicant has obtained most of the STW and STT from LandsD. The remaining STW and STT applications which are still in process are Lot 129 in D.D. 86, Lot 642 S.A. RP in D.D. 90, and the GL within Site A & Site B. On 13.10.2023, the Applicant has recently received the offer of STT for the remaining GL from LandsD. Therefore, it is expected that all the STT within the application site should be issued shortly.

5.6.5 In view of the reasons above, the delay of the compliance in all the approval conditions is beyond the applicant's control. Nevertheless, due to majority of the implementation works have been completed, the Applicant is confident that there is a good prospect to complete the remaining implementation works within the applied extension period.

5.7 No Adverse Technical Impact

5.7.1 Technical assessments attached in the **Appendices** have demonstrated that the proposed temporary development is technically feasible, and appropriate mitigation measures will be put in place, where necessary. Therefore, the small scale development will not result in any significant traffic, environmental, drainage, sewerage, landscape and visual impacts on the locality.

5.7.2 In response to the comments from DSD received during the pre-submission stage, the DIA has been updated and clarifications on the DIA are provided as follows:-

(i) The Design Standard

Corrigendum 1/2022 has not been adopted for this DIA, as the application is for

temporary usage for a period of 3 years. Conditions at mid and end 21st century are therefore not relevant.

(ii) The Design Concept of Using Additional Runoff Volume under a 60-minute

The “excess” runoff, which requires temporary storage, is difference between the theoretical runoff from the site and the acceptable discharge to the existing streamcourse. The 60-minute hydrograph has been adopted, as there is no further increase in storage required with longer period rainfall events, e.g. 90-minute (see Appendix E of the DIA).

(iii) Elaboration on Areas 1-5 to be referred on a Layout Plan for Both the Calculations for A/B and C/D/E Sites

For simplicity, the runoff hydrographs have been developed based on the overall site being divided equally over the Time of Concentration, i.e. 5 and 6 minutes for Site A/B and C/D/E respectively (so, 5 and 6 equal portions respectively). These areas are therefore theoretical (simply for calculation purposes) and cannot be meaningfully shown on a plan

(iv) Explanation on the Non-typical Bell Shape of the Runoff Hydrograph

The usual shapes at the beginnings and ends of the hydrographs are due to the runoff coming from the different theoretical portions of the site, as discussed above. As the ends of the hydrographs are not relevant to the storage volumes, this does not affect the

(v) Schematic Layout Plan Showing the Storage Tanks

The location of the temporary storage tanks (within Catchment Area C2C) is indicated on Figure 6 of the DIA.

(vi) Adequate Capacity to Cater for the Additional Discharge from the Site

Capacity calculations are included in Appendix F of the DIA.

5.8 Unlikely to Set as an Undesirable Precedent

5.8.1 The proposed development is an exceptional case which is justified on the demand for relocation of the existing sawmills, timber yards and other related rural workshops with long history due to the concerned sites within the KTN/FLN NDA had already/ would have to be resumed and reverted to the Government. The uniqueness of the history of the 6 operators and their contribution to the timber industry in Hong Kong and the reason behind this planning application are not something that can be easily imitated. Moreover being temporary in nature, the approval of the present application will not set an undesirable precedent for other similar applications in the same and other “AGR” zones in the vicinity. It will not frustrate the long-term planning intention of the “AGR” zone.

5.8.2 Similar new applications would require planning and technical assessments to be carried out to demonstrate that no adverse impacts will be caused as a consequence. Hence,

approval of this application will not result in a cumulative effect of approving similar applications, as each of the applications has to be approved by the relevant departments on a case-by-case basis to ensure that no adverse traffic, environmental and visual impacts on the area will be resulted. Nevertheless, the Applicant will comply with the relevant government departments' requirements to make sure the proposed uses are acceptable.

- 5.8.3 Therefore, approving the current application would not set an undesirable precedent for similar applications in the same and other "AGR" zones in the vicinity.

6 Conclusion and Recommendations

6.1 In view of the commencement of KTN/FLN NDA development, a group of affected operators of the timber yard and sawmill in KTN have seek assistance from HKTMA to make their relocation and continuation of their business a seamless transition to further support Hong Kong in their specialised areas. This s.16 planning application is submitted by Toco Planning Consultants Ltd. on behalf of HKTMA to seeks the temporary permission of the Board for a period of 3 years to facilitate the relocation of several affected operators into a new site situated at various lots in D.D. 86 and D.D. 90 and adjoining GL, Lin Ma Hang Road, Sha Ling. Planning assessment and recommendations on the application site and the re-provisioning proposal are as follows:

- (i) The KTN/FLN NDA has no land reserved for accommodating affected brownfield operations. This proposal is submitted to facilitate the relocation of 8 different timber operators in Kwu Tung North who all are key players in their areas.
- (ii) Site search has not been easy for the affected operators to identify suitable sites given the limited supply of private land in the area with right zoning or operational requirements for their rural workshops, i.e. same district, large site's size, proper vehicular access, no local objection and no insurmountable technical problem.
- (iii) The lands within the Categories 1 and 2 areas (suitable open storage sites) in the region under TPB Guidelines TPB PG-No. 13F were largely occupied by other open storage uses. HKTMA had looked for alternative sites at "OS" and "(I(D))" zones but the land price are unaffordable by the affected operators.
- (iv) The Site in Sha Ling is operationally and financially suitable than the other sites. It is the best available option with large site area, good accessibility and no sensitive use at the site and its surrounding area. The Applicant agrees to provide suitable setback of the development away from the existing stream course as part of mitigation measures.
- (v) The development scheme has been provided based on the operational needs for the affected operators. Planning and technical assessments have indicated that the present application is well justified based on the following reasons:-
 - (a) the proposed warehouses (storage of timber and other associated materials) are important facilities to support to construction industry in Hong Kong;
 - (b) the proposed use will facilitate the urgent relocation of existing timber yard, sawmill and related rural workshops in Ma Tso Lung, which are affected by KTN/ FLN NDA development, into the new site - which is their best alternative location;
 - (c) the proposed use is an integration of an approved scheme and the proposed extension, which promotes efficient use of scarce land resources;

- (d) the Site is suitable for the proposed use since it has good accessibility and no sensitive use at the site and its surrounding area;
- (e) the proposed use is low-rise in nature and is compatible with the surrounding area which are mainly occupied by workshops and paved area/ dry abandoned field;
- (f) majority of the approval conditions for the approved scheme have been fulfilled;
- (g) the small scale development will not result in any significant traffic, environmental, drainage, sewerage, landscape and visual impacts; and
- (h) being temporary in nature, approval of the present application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the “AGR” zone.

6.2 In light of the merits and small scale nature of the proposed temporary use and the justifications presented in the Planning Statement, honourable members of the Board are requested to approve this planning application.