

SECTION 16 PLANNING APPLICATION

PROPOSED TEMPORARY LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS IN “RECREATION” ZONE

**VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND,
TA KWU LING, NEW TERRITORIES**

PLANNING STATEMENT

TAI WAH DEVELOPMENT CONSULTANTS LIMITED

**NOV 2025
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EXECUTIVE SUMMARY

- The applicant seeks to apply for planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131)(the Ordinance) to use *Various Lots in D.D. 78 and D.D. 82 and Adjoining Government Land (GL), Ta Kwu Ling, New Territories* (the Site) for '**Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) (D.G.G.) and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years**' (the proposed development).
- The Site falls within an area zoned as "Recreation" ("REC") on the Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2. The Site area is 123,320 m² (about), including 6,634 m² (about) of Government Land (GL). A total of 6 two-storey structures are proposed at the Site for logistics centre, warehouse (excluding D.G.G.), office and washroom uses with total GFA of 120,642 m² (about), the remaining area is reserved for parking and loading/unloading (L/UL) spaces for private cars and container vehicles, and circulation area.
- The Site is accessible from Heung Yuen Wai Highway via Lin Ma Hang Road. The operation hours of the proposed development are Mondays to Saturdays from 07:00 to 20:00. No operation on Sundays and public holidays.
- Justifications for the proposed development are as follows:
 - The current application is intended to facilitate the relocation of the applicant's business premises affected by the implementation of Hung Shui Kiu/Ha Tsuen (HSK/HT) New Development Area (NDA) and Kwu Tung North (KTN) NDA, and public housing development in Sha Po;
 - The current application is similar to the previously approved S.16 planning application No. A/NE-TKLN/77;
 - The proposed development is only for a temporary basis, approval of the application will not frustrate the long-term planning intention of the "REC" zone;
 - The proposed development is not incompatible with surrounding land use; and
 - No significant adverse impact is anticipated from the development.

- Details of development parameters are as follows:

Application Site Area	123,320 m ² (about), including 6,634 m ² (about) of GL
Covered Area	60,321 m ² (about)
Uncovered Area	62,999 m ² (about)
Plot Ratio	0.98 (about)
Site Coverage	49 % (about)
Number of Structure	6
Total GFA	120,642 m ² (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	120,642 m ² (about)
Building Height	7 m - 15 m (about)
No. of Storey	2

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打鼓嶺丈量約份第 78 約及第 82 約多個地段及毗鄰政府土地的規劃申請，於上述地點作「擬議臨時物流中心、貨倉(危險品倉庫除外)及貨櫃車停車場連附屬設施(為期 3 年)」(擬議發展)。
- 申請地點所在的地區在《打鼓嶺北分區計劃大綱核准圖編號 S/NE-TKLN/2》上劃為「康樂」用途地帶。申請地盤面積為 123,320 平方米(約)，包括 6,634 平方米(約)的政府土地。申請地點將設有 6 座兩層高的構築物作物流中心、貨倉(危險品倉庫除外)、辦公室及洗手間用途，構築物的總樓面面積合共為 120,642 平方米(約)，其餘地方將預留作私家車及貨櫃車停車位和上落客貨車位及流轉空間。
- 申請地點可從香園圍公路經蓮麻坑路前往。擬議發展的作業時間為星期一至六上午七時至下午八時。星期日及公眾假期休息。
- 擬議發展的申請理據如下：
 - 本申請旨在協助申請人原來的經營處所受政府洪水橋/廈村新發展區、古洞北新發展區發展及元朗沙埔公營房屋收地影響而需遷移業務處所；
 - 是次申請與先前已獲批之規劃申請(編號：A/NE-TKLN/77)大致相同；
 - 擬議發展只屬臨時性質，批出規劃許可將不會影響「康樂」用途地帶的長遠規劃意向；
 - 擬議發展與周邊土地用途並非不相容；及
 - 擬議發展不會對周邊地區帶來重大負面影響。
- 擬議發展的詳情發展參數如下：

申請地盤面積：	123,320 平方米(約) (包括 6,634 平方米(約)的政府土地)
上蓋總面積：	60,321 平方米(約)
露天地方面積：	62,999 平方米(約)
地積比率：	0.98 (約)
上蓋覆蓋率：	49 % (約)
樓宇數目：	6 座
總樓面面積	120,642 平方米(約)
住用總樓面面積：	不適用
非住用總樓面面積：	120,642 平方米(約)
構築物高度：	7 米 - 15 米(約)
構築物層數：	2 層

1. INTRODUCTION

Background

- 1.1 **Tai Wah Development Consultants Limited** has been commissioned by *New Peak Investment Limited* (the applicant) to make submission on its behalf to the Board under the S.16 of the Ordinance in respect to *Lots 1363 S.B RP (Part), 1479 S.B RP, 1484 S.B RP, 1485 RP, 1486 RP, 1487, 1488, 1489, 1490, 1492 RP, 1493 S.B RP, 1498 S.B RP, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507 S.A, 1507 S.B, 1508, 1509, 1510 RP, 1511 RP, 1512 RP, 1513, 1514 RP, 1515 S.A RP, 1515 S.B RP, 1516, 1518 RP (Part), 1519 RP (Part), 1534 S.A RP, 1534 RP, 1536, 1538, 1540, 1542 RP, 1585 RP, 1586 RP (Part), 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606 S.A, 1606 S.B, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1615 (Part), 1617, 1618 (Part), 1621 (Part), 1631 RP (Part), 1714 (Part) and 1715 (Part) in D.D. 78 and Lots 78 S.B RP, 79 RP (Part), 80 (Part), 81 (Part), 82 (Part), 812, 814 (Part), 816 (Part), 817 (Part), 818 (Part), 834 (Part), 835, 836, 837, 838, 839, 840, 841, 842 S.A, 842 S.B, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859 S.A ss.1, 859 S.A RP, 859 S.B, 860, 861, 862, 863, 864, 865 S.A, 865 S.B, 865 S.C, 865 S.D, 866, 867 (Part), 868, 869, 870, 871, 872, 873, 874, 875, 876, 877 S.A, 877 RP, 878, 879, 880, 881 (Part), 882, 883, 884 (Part), 885 S.A (Part) and 885 RP (Part) in D.D. 82 and Adjoining GL, Ta Kwu Ling, New Territories (the Site) (Plans 1 to 3).*
- 1.2 The applicant would like to use the Site for **'Proposed Temporary Logistics Centre, Warehouse (Excluding D.G.G.) and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years'** (the proposed development). The Site currently falls within an area zoned as "REC" on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2 (**Plan 2**). According to the Notes of the OZP, the proposed uses, i.e. *'logistics centre', 'warehouse (excluding D.G.G.)' and 'container vehicle park'* are neither column one nor two uses within the "REC" zone. Therefore, planning permission is required to be obtained from the Board by the applicant to facilitate the proposed development at the Site.
- 1.3 In support of the proposal, a set of indicative development plans and drawings are provided with the planning statement (**Plans 1 to 8 and Appendices I to VI**). Sets of assessments to mitigate potential adverse impacts will be submitted, if required, at a later stage for the consideration of Government bureaux/departments and members of the Board.

2. JUSTIFICATIONS

To Facilitate the Relocation of the Applicant's Business Premises Affected by the Implementation of HSK/HT NDA and KTN NDA, and Public Housing Development in Sha Po

- 2.1 The current application is intended to continue to facilitate the relocation of the applicant's affected business premises in Hung Shui Kiu, Kwu Tung and Sha Po due to land resumption to pave way for the development of HSK/HT NDA, KTN NDA, and public housing development in Sha Po (**Plan 4**).
- 2.2 Whilst the applicant had previously spent effort to relocate their premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership, accessibility or site area being too small. After a lengthy site search process, the application site of the previous application (No. A/NE-TKLN/77) was identified for relocation in 2023, as it is relatively flat and easily accessible from Heung Yuen Wai Highway via Lin Ma Hang Road (**Plans 1 and 3**).
- 2.3 The applicant subsequently submitted a planning application (No. A/NE-TKLN/77) to comprehensively relocate the applicant's affected business premises in Hung Shui Kiu, Kwu Tung and Sha Po to the Site¹. The previous application involves the operation of logistics centre, warehouse (excluding D.G.G.) and container vehicle park with ancillary facilities to support the daily operation of the Site. The application was later approved by the Board with conditions for a period of 3 years in March 2024.
- 2.4 Since the approval of the previous application, the applicant has been proactively liaising with relevant stakeholders with the aim to maximise the efficiency and the smoothly delivery of the project. The applicant has been able to obtain consent to include another private lot into the Site (i.e. *Lot 1479 S.B RP in D.D. 78*) for better vehicular circulation within the Site in 2025.
- 2.5 Furthermore, an Authorized Person (AP) has been appointed by the applicant to conduct relevant building works, including designing of the internal layout, preparing for submission of General Building Plan (GBP) to the Buildings Authority for approval etc.; relevant land preparation works, i.e. land survey, topographic survey, geotechnical investigation works are also currently being conducted at the Site. In addition, relevant applications in relations to lands matter, i.e. Short Term Waiver (STW) and Short Term Tenancy (STT) have also been submitted to the Lands Department (LandsD) in May 2024 by the applicant. Since then, the applicant has been actively liaising with the LandsD regarding the lands matter.

¹ The major site boundary difference between the Site and the application site of the previous application No. A/NE-TKLN/77 include the inclusion of 1 more private lot (i.e. *Lot 1479 S.B RP in D.D. 78*) and the GL portion where the run-in/out is proposed at the Site.

- 2.6 During the planning approval period of the previous application (No. A/NE-TKLN/77), the applicant has shown effort in complying with the planning approval conditions in regards to drainage, fire safety and traffic aspects. All submission-related conditions were successfully complied with by the applicant. Details are shown at **Table 1** below:

Table 1 - Details of Compliance with Approval Conditions of the Previous Application

Approval Conditions of Application No. A/NE-TKLN/77		Date of Compliance
(c)	The provision of 2.5 m high solid metal wall	Not complied with
(d)	The submission of a drainage proposal	17.09.2024
(e)	The provision of drainage facilities	Not complied with
(g)	The submission of proposals for fire service installations and water supplies for firefighting	25.07.2024
(h)	The implementation of proposals for fire service installations (FSIs) and water supplies for firefighting	Not complied with
(i)	The submission of the design of vehicular run-in/run-out to the Site	26.06.2024
(j)	The provision of vehicular run-in/run-out to the Site	Not complied with
(k)	The submission of a proposal for traffic management measures	14.08.2024
(l)	The implementation of the traffic management measures	Not complied with

- 2.7 In view of the aforesaid works in relations to buildings and lands matters, the applicant intends to commence all the construction works (i.e. site formation work, erection of structures, implementation of proposals and provision of boundary walls) within the same timeframe to maximise the efficiency of the project delivery.
- 2.8 In support of the application, the applicant has submitted the accepted run-in/out and traffic management measures proposals of the previous application (No. A/NE-TKLN/77, updated drainage and FSIs proposal to minimise potential impact(s) to the surrounding areas, as well as for the consideration of relevant Government bureaux/departments and members of the Board (**Appendices II, IV to VI**).

The Current Application is Similar to the Previously Approved S.16 Planning Application No. A/NE-TKLN/77

- 2.9 As previously stated, the Site is the subject of one previous S.16 planning application (No. A/NE-TKLN/77) for the same use, which was submitted by the same applicant. When comparing with the previous application, there are slight changes along the western boundary of the Site with larger site area; whilst GFA and site coverage are slightly reduced, with the same building height and no. of storey. The changes are intended to meet the operation needs of the proposed development so as to maximise the operation efficiency. The nature and operation of the applied use

remain unchanged. Detailed differences in development parameters are shown at **Appendix I** and **Table 2** below:

Table 2 - Comparison of Details Between the Current and Previous Applications

Development Parameters	Previous application (No. A/NE-TKLN/77) (a)	Current Application (b)	Differences (b) - (a)
Site Area	122,819 m ² (about), incl. 6,371 m ² of GL (about)	123,320 m ² (about), incl. 6,634 m ² of GL (about)	+501 m ² , +0.40 % (about)
Plot Ratio	1.07 (about)	0.98 (about)	-0.09, -8.41 % (about)
No. of Structure	6	6	No Change
GFA	130,848 m ² (about)	120,642 m ² (about)	-10,206 m ² , -7.80 % (about)
Building Height	7 m - 15 m (about)	7 m - 15 m (about)	No Change

2.10 Since the major development parameters and operation mode of the current application is similar to the previously approved application (No. A/NE-TKLN/77), approval of the current application is considered in line with the Board's previous decision.

Approval of the Application on a Temporary Basis Would Not Frustrate the Long-term Planning Intention of the "REC" Zone

2.11 Although the Site falls within area zoned as "REC" on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2, there is no known long-term recreational development at the Site. Furthermore, due to the Site's proximity to the Heung Yuen Wai Boundary Control Point (BCP), operating cost could be advanced by reducing transportation costs for frequent deliveries and enhancing efficiency of the overall supply chain. The proposed site office will allow the applicant to attract more business clients, creating employment opportunities and economic benefits for the New Territories while optimising the use of valuable land resources. Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "REC" zone and would better utilise deserted land in the New Territories.

2.12 Despite the fact that the proposed development is not in line with planning intention of the "REC" zone, the special background of the application should be considered on its individual merit, which approval of the current application would therefore not set

an undesirable precedent for the "REC" zone. Upon approval of the planning application, the applicant will make effort in complying with approval conditions related to drainage, fire service and traffic aspects, to minimise potential adverse impact arisen from the proposed development.

The Proposed Development is Not Incompatible with Surrounding Land Use

- 2.10 The Site is located at an area predominated by temporary structures for warehouses and workshops, village houses, vacant land and woodland. The Heung Yuen Wai BCP is also located north of the Site. Two similar S.16 planning applications are also located at the vicinity of the Site: applications (No. A/NE-TKLN/85 and 93) for 'warehouse (excluding D.G.G)' use which were approved by the Board in 2024 and 2025 respectively. Thus, the proposed development is considered not incompatible with its surrounding land use.

The Proposed Development Would Not Create Significant Adverse Impact to the Surrounding Area

- 2.11 In order to determine the technical feasibility and suitability of the proposed development at the Site, technical assessments have been conducted on traffic, environmental, drainage, traffic, fire safety, etc.. The proposed development will not induce adverse impacts with proper operation and maintenance practices. The applicant has submitted previously accepted run-in/out and traffic management measures proposals and an updated drainage and FSI proposal regarding the proposed development so that significant adverse impacts towards the surrounding environments would be minimised upon implementation stages.

3. SITE CONTEXT

Site Location

- 3.1 The Site is located approximately 550 m south of Heung Yuen Wai BCP; 3.3 km east of Man Kam To Boundary Control Point; 9.1 km north of Fanling MTR Station; and 10.6 km east of Sha Tau Kok BCP (**Plan 1**).

Accessibility

- 3.2 The Site is accessible from Heung Yuen Wai Highway via Lin Ma Hang Road (**Plan 1**).

Existing Site Condition

- 3.3 The Site is generally flat, partially hard-paved and the remaining area is covered by vegetation.

Surrounding Area

- 3.4 The Site is mainly surrounded by vacant land, woodland, public roads, temporary structures, warehouses and village houses (**Plans 1 and 3**).
- 3.5 To its immediate north is the Heung Yuen Wai Highway and the application site of an approved application (No. A/NE-TKLN/85) for 'warehouse (excluding D.G.G.)' use. To its further north is the Heung Yuen Wai BCP.
- 3.6 To its immediate east is the Heung Yuen Wai Highway. To its further east across the Heung Yuen Wai Highway are vacant land covered by vegetation, woodland and Chuk Yuen Tsuen.
- 3.7 To its immediate south are vacant land and some village houses. To its further south are some vacant land covered by vegetation, woodland and village settlement of Kan Tau Wai.
- 3.8 To its immediate west is Lin Ma Hang Road, which connects the Site with Heung Yuen Wai Highway. To its further west is an application site for an approved application (No. A/NE-TKLN/93) for 'warehouse (excluding D.G.G.)' use, and some vacant land covered by vegetation and Kaw Liu Village.

4. PLANNING CONTEXT

Zoning of the Application Site

- 4.1 The Site falls within an area zoned as "REC" on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2 (**Plan 2**). According to the Notes of the OZP, 'logistics centre', 'warehouse (excluding D.G.G)' and 'container vehicle park' uses are neither a column 1 nor column 2 use within the "REC" zone, which requires permission from the Board.

Planning Intention

- 4.2 The planning intention of the subject "REC" zone is *intended primarily for low-density recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the low-density recreational developments may be permitted subject to planning permission.*

Previous Application

- 4.3 The Site is the subject of a previous S.16 planning application (No. A/NE-TKLN/77) for 'Proposed Temporary Logistic Centre, Warehouse (Excluding D.G.G.) and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years' use, which was approved by the Board in 2024.

Similar Application

- 4.4 There are two similar S.16 planning applications within the same "REC" zone. Applications (No. A/NE-TKLN/85 and 93) both for 'warehouse (excluding D.G.G)' uses, which were approved by the Board in 2024 and 2025 respectively.

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

- 4.5 The Site falls within category 3 area, which are areas outside the Category 1, 2 and 4 areas. *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 planning 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 planning 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, planning permission could be granted on a temporary basis up to a maximum period of 3 years.

- 4.6 Although the Site falls within category 3 area of the TPB PG-No. 13G (**Plan 6**), the proposed development would not generate significant adverse impacts on the surrounding areas. In addition, the original premises will be resumed by the Government to facilitate the implementation of HSK/HT NDA, KTN NDA and public housing development in Sha Po, approval of the current application would not set undesirable precedent within the subject category 3 area and should be considered on an individual merit given its special background of the Site.

Land Status of the Application Site

- 4.7 The Site mostly consisting private lots, i.e. Lots 1363 S.B RP (part), 1479 S.B RP, 1484 S.B RP, 1485 RP, 1486 RP, 1487, 1488, 1489, 1490, 1492 RP, 1493 S.B RP, 1498 S.B RP, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507 S.B, 1507 S.A, 1508, 1509, 1510 RP, 1511 RP, 1512 RP, 1513, 1514 RP, 1515 S.A RP, 1515 S.B RP, 1516, 1518 RP (part), 1519 RP (part), 1534 S.A RP, 1534 RP, 1536, 1538, 1540, 1542 RP, 1585 RP, 1586 RP (part), 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606 S.A, 1606 S.B, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1615 (part), 1617, 1618 (part), 1621 (Part), 1631 RP (part), 1714 (Part) and 1715 (Part) in D.D. 78 and Lots 78 S.B RP, 79 RP (part), 80 (part), 81 (part), 82 (part), 812, 814 (part), 816 (part), 817 (part), 818 (part), 834 (part), 835, 836, 837, 838, 839, 840, 841, 842 S.A, 842 S.B, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859 S.A ss.1, 859 S.A RP, 859 S.B, 860, 861, 862, 863, 864, 865 S.A, 865 S.B, 865 S.C, 865 S.D, 866, 867 (part), 868, 869, 870, 871, 872, 873, 874, 875, 876, 877 S.A, 877 RP, 878, 879, 880, 881 (part), 882, 883, 884 (part), 885 S.A (part) and 885 RP (part) in D.D. 82 with total land area of 116,686 m² (about) of Old Schedule Lots held under the Block Government Lease (**Plan 3**). The remaining area, i.e. 6,634 m² (about), are GL (**Plan 3**).
- 4.8 Since there is the restriction that no structure is allowed to be erected without the prior approval of the Government, the applicant will submit Short Term Waiver (STW) and Short Term Tenancy (STT) applications to the Lands Department to make way for erection of the proposed structures and occupation of GL at the Site respectively after planning approval has been obtained from the Board. No structure is proposed for domestic use.

5. DEVELOPMENT PROPOSAL

Development Details

- 5.1 The site consists of an area of 123,320 m² (about), including 6,634 m² (about) of GL. Details of development parameters are shown at **Table 3** below.

Table 3 - Development Parameters of the Proposed Development

Application Site Area	123,320 m ² (about), including 6,634 m ² (about) of GL
Covered Area	60,321 m ² (about)
Uncovered Area	62,999 m ² (about)
Plot Ratio	0.98 (about)
Site Coverage	49 % (about)
Number of Structure	6
Total GFA	120,642 m ² (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	120,642 m ² (about)
Building Height	7 m - 15 m (about)
No. of Storey	2

- 5.2 A total of 6 two-storey structures are proposed at the Site for logistics centre, warehouse (excluding D.G.G.), office and washroom with total GFA of 120,642 m² (about), the remaining area is reserved for parking and loading/unloading (L/UL) spaces of private cars and container vehicles, as well as circulation area (**Plan 7**). Details of structures are shown at **Table 4** below:

Table 4 - Details of Proposed Structures

Structure	Use	Covered Area	Gross Floor Area	Building Height
B1	Office and Washroom	1,591 m ²	3,182 m ²	7 m (2-storey)
B2	Logistics Centre	23,006 m ²	46,012 m ²	15 m (2-storey)
B3	Logistics Centre	22,642 m ²	45,284 m ²	
B4	Warehouse (excluding D.G.G.)	3,840 m ²	7,680 m ²	
B5	Warehouse (excluding D.G.G.)	4,965 m ²	9,930 m ²	
B6	Warehouse (excluding D.G.G.)	4,277 m ²	8,554 m ²	

Total	60,321 m² (about)	120,642 m² (about)	-
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*D.G.G. - Dangerous Goods Godown

Operation Mode

- 5.3 The structures within the Site will be used as logistics centre, warehouse (excluding D.G.G.) for storage of miscellaneous goods, including but not limited to packaged food, packaged beverage, apparel, footwear, electronic goods, etc.. While the uncovered area will be used as parking and L/UL spaces of private cars and container vehicles, as well as circulation area. The operation hours of the proposed development are Mondays to Saturdays from 07:00 to 20:00. There will be no operation on Sundays and public holidays.
- 5.4 It is estimated that the Site would be able to accommodate not more than 40 staff. The site office and washroom are intended to provide indoor office space for administrative staff to support the daily operation of the Site. As no shopfront is proposed at the Site, visitor is not anticipated at the Site.

Minimal Traffic Impact

- 5.5 The Site is accessible from Heung Yuen Wai Highway via Lin Ma Hang Road (**Plan 1**). One 20m (about) wide ingress/egress is provided at the western boundary of the Site (**Appendix V** and **Plan 7**). A total of 102 parking and L/UL spaces are provided at the Site, details of spaces are provided at **Table 5** below:

Table 5 - Parking and L/UL Provisions

Type of Parking Space:	No. of Space
Private Car (PC) Parking Space - 2.5 m (W) X 5 m (L)	16
Container Vehicle (CV) Parking Space - 3.5 m (W) X 16 m (L)	33
Type of L/UL Space:	No. of Space
L/UL Space for CV - 3.5 m (W) X 16 m (L)	53

- 5.6 The applicant submitted a traffic survey during previous application No. A/NE-TKLN/77. Given that there is no change in parking and L/UL provision within the Site, with traffic flows and conditions in and around the site remain largely unchanged, the findings of the previous traffic survey are still valid for the current application and represent a conservative approach.
- 5.7 Sufficient space is provided for vehicles to smoothly manoeuvre 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 (**Plan 8**). Staff is deployed to station at the ingress/egress of the

Site to direct incoming/outgoing vehicles to enhance pedestrian safety (**Appendix VI**). The breakdown of estimated trip generation and attraction of proposed development at AM and PM peak hours are provided at **Table 6** below:

Table 6 - Trip Generation and Attraction of the Proposed Development

Time Period	Trip Generation and Attraction				
	PC		CV		2-Way Total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (08:00 - 09:00)	16	0	44	20	80
Trips at <u>PM peak</u> per hour (18:00 - 19:00)	0	16	20	44	80
Traffic trip per hour (average)	3	3	25	25	56

- 5.8 As the number of vehicular trips generated and attracted by the proposed development are minimal, adverse traffic impact to the surrounding road network should not be anticipated.

Minimal Environmental Impact

- 5.9 The applicant will strictly follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding area. 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.
- 5.10 During the construction stage, the applicant will follow the good practices stated in Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PNs) 1/94 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.
- 5.11 During the operation of the proposed development, the major source of wastewater will be sewage from toilets generated by staff. The applicant will implement good practices under ProPECC PN 5/93 when designing on-site drainage system with the Site. Licensed collectors will be employed by the applicant to collect and dispose of

sewage regularly, and the location of portable toilets are located away from the watercourse in the vicinity.

- 5.12 2.5m high solid metal wall will be erected along the site boundary by the applicant to minimise noise nuisance to the surrounding area. The boundary wall will be installed properly by licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on boundary wall. In addition, maintenance will be conducted by the applicant on a regular basis.

Minimal Landscape Impact

- 5.13 No old and valuable tree or protected species has been identified at the Site. Due to proposed hard-paving works for circulation purpose, majority of the Site area will be disturbed. The remaining area will be affected by the erection of structures; consequently, all existing trees will be affected, and it is not proposed to retain any of the existing trees at the Site.

Minimal Drainage Impact

- 5.14 The applicant submitted an updated drainage proposal in accordance with the revised site boundary (inclusive of additional Lot (i.e. Lot 1479 S.B RP in D.D. 78) for run-in/out purpose) to mitigate the potential drainage impact generated from the proposed development (**Appendix II**). The current drainage proposal has only been slightly amended based on the approved drainage proposal under the previous application (No. A/NE-TKLN/77) (which is enclosed at **Appendix III** for relevant departments' reference). The submitted proposal has demonstrated that no potential drainage impact would be made to the surroundings. The applicant will implement the proposed drainage facilities at the Site once the drainage proposal is accepted by the Chief Engineer/Mainland North, Drainage Services Department or the Board.

Fire Safety Aspect

- 5.15 The applicant submitted a FSIs proposal for enhancing fire safety within the Site (**Appendix IV**). The applicant will implement the proposed FSIs at the Site once the proposal is accepted by the Director of Fire Services or the Board.

6. CONCLUSION

- 6.1 The Site is subject of a previous application (No. A/NE-TKLN/77) for the same use and was submitted by the same applicant. The application was approved with conditions by the Board on a temporary basis in 2024. Approval of the current application is in line with the Board's previous decision. Given that the applicant has been proactively liaising with relevant stakeholders in terms of securing extra private lot for better vehicle circulation, land matters, as well as the ongoing building works conducted by AP currently, the applicant has shown one's effort in complying with approval conditions of the previous application (No. A/NE-TKLN/77). Furthermore, as the current application is intended to facilitate the relocation of affected business premises due to land resumption for NDAs and public housing development in Sha Po, sympathetic consideration could be given by the Board.
- 6.2 Despite the fact that the Site falls within Category 3 Area under TPB PG-No. 13G, the applicant has submitted drainage, FSIs and run-in/out proposals; as well as traffic mitigation measures to mitigate potential impacts to the surrounding areas (**Plan 6**). Therefore, approval of the current application would not set undesirable precedent within the subject category 3 area and should be considered on its own merits.
- 6.3 Although the proposed development is neither a column one nor column two use within the "REC" zone, there is no known long-term implementation programme for the "REC" zone (**Plan 2**). Similar applications have also been approved by the Board within the same "REC" zone on the OZP. Therefore, approval of the application on a temporary basis of 3 years would not frustrate the long-term planning intention of the "REC" zone and would better utilise deserted land in the New Territories.
- 6.4 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures are provided, i.e. submission of updated drainage and FSIs proposals; and accepted drainage, run-in/out and traffic management measures proposals in the previous application to mitigate any adverse impact arising from the proposed development (**Appendices II to VI**). The applicant will also strictly follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' by the EPD to minimise all possible environmental impacts on the nearby sensitive receivers.
- 6.5 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years**'.

Tai Wah Development Consultants Limited

November 2025