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## **Section 16 Planning Application**

**Proposed Temporary Warehouse and Open Storage of Construction Materials and Machineries and Rural Workshop with Ancillary Facilities for a Period of 3 Years at Lots 1357S.B RP(Part), 1360RP, 1361 RP in D.D. 78 and Adjoining Government Land, Lin Ma Hang Road, N.T.**

## **Planning Statement**

Applicant

**Wong Kee Engineering Limited (黃記工程有限公司)**

Prepared by

**Lawson David & Sung Surveyors Limited**

February 2026

## Executive Summary

This planning statement is submitted to the Town Planning Board (the “Board”) in support of a planning application for proposed temporary warehouse and open storage of construction materials and machineries and rural workshop with ancillary facilities for a period of 3 years (“the Proposed Development”) at 1357S.B RP(Part), 1360RP, 1361 RP in D.D. 78 and adjoining Government land, Lin Ma Hang Road, N.T. (“the Application Site”).

The Application Site, covering an area of about 8,250 sq.m. (including Government Land of about 1,574 sq.m.), falls within an area zoned “Recreation” (“REC”) on the Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 gazetted on 3.5.2016. According to the Notes of the OZP, ‘Warehouse’, ‘Open Storage’ and ‘Rural Workshop’ are not Column 1 nor Column 2 uses of the “REC” zone, and temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Board.

This application seeks to facilitate the relocation of the Applicant’s warehouse, open storage, and rural workshop that were affected by the Government’s land resumption for the second phase of the Hung Shui Kiu/Ha Tsuen New Development Area project. The Applicant requires a large area of land on which to store construction materials and machineries, as well as a rural workshop. The affected site in Ha Tsuen has been resumed and reverted to the Government, with about 70% of the site having been cleared. Due to the limited availability of comparable sites on the market, the Applicant has selected the Application Site for relocation, as its fundamental features align with their operational requirements, thereby enabling the continued operation of the business.

The Application Site is flat and vacant. Three single-storey temporary structures (BH: about 13m) with a floor area of about 221 sq.m. each will be used for storing construction materials, e.g. steel bars and boards, etc. The open area will be used for open storage of construction materials and machineries, and for a rural workshop. Ancillary facilities, including a site office, a washroom and a meter room, will also be provided.

The existing run-in/run-out, which is located at the eastern boundary, has been constructed in accordance with Highways Standards and will be used and maintained by the Applicant. A 1 m-wide pedestrian access point will be provided next to the ingress/egress. Two loading/unloading spaces (3.5 m x 16 m) for container vehicles will be provided to the south, while two loading/unloading spaces (3.5 m x 11 m) for medium goods vehicles and four private car parking spaces (2.5 m x 5 m) for staff and visitors will be provided to the north. The remaining open areas are reserved for vehicle manoeuvring. The operation hours of the Application Site are 8:00 am to 7:00 pm, Mondays to Saturdays. There will be no operation on Sundays and public holidays.

The justifications of this application are:

1. The Application Site meets the relocation need of the Applicant;
2. The proposed development does not contravene the planning intention of “REC” zone;
3. Similar applications have been approved within the same “REC” zone;
4. The proposed development allows optimization of valuable land resources;
5. The proposed development is considered not incompatible with surrounding land uses;
6. The proposed development will not generate adverse traffic, environmental and drainage impacts on the surrounding areas;
7. The proposed development is in compliance with TPB PG-No.13G; and
8. The proposed development will not create undesirable precedent.

In view of the justifications as presented in this planning statement, it is hoped that members of the Board and relevant Government departments will approve this application for a period of 3 years.

## 行政摘要

此規劃報告書向城市規劃委員會（“城規會”）呈交，以支持新界蓮麻坑路丈量約份第 78 約地段第 1357 號 B 分段餘段(部分)、第 1360 號餘段、第 1361 號餘段及毗連政府土地（“申請地點”），擬議臨時貨倉及露天存放建築材料和機械及鄉郊工場連附屬設施（“擬議發展”），為期三年的規劃申請。

申請地點的面積約 8,250 平方米（包括政府土地約 1,574 平方米），座落於在 2016 年 5 月 3 日刊憲的打鼓嶺北分區計劃大綱核准圖編號：S/NE-TKLN/2 上的「康樂」地帶。根據大綱圖註釋，「貨倉」、「露天貯物」和「鄉郊工場」皆不屬「康樂」地帶內第一欄或第二欄之用途，然而，不超過三年土地或建築物的臨時用途或發展，須先向城規會提出申請。

本申請旨在協助申請人搬遷其受政府收回土地以進行洪水橋／廈村新發展區第二期工程影響的貨倉、露天貯存及鄉郊工場。申請人需大片土地存放建築材料及機械設備，並設有鄉郊工場。位於廈村的受影響地段已被政府收回，約七成的土地已清空。由於市場上類似的可供選址有限，申請人選定申請地點作為搬遷地點，因其基本條件符合營運需求，可使業務得以持續運作。

申請地點現時為平坦和空置的土地。申請地點將設置三座單層臨時建築物（建築高度：約 13 米），每座樓面面積約為 221 平方米，用於存放建築材料（例如鋼筋、板材等）。露天地方將用於露天存放建築材料及機械設備，並作為鄉郊工場使用。申請地點亦將設置附屬設施，包括地盤辦公室、洗手間及電錶房。

現有進出口通道位於東側邊界，已依照路政署標準建造，將由申請人繼續使用及維護。進出口通道旁將設置寬 1 米的行人通道。南側將設置兩個貨櫃車上落貨位（3.5 米×16 米），北側則規劃兩個中型貨車上落貨位（3.5 米×11 米）及四個供員工與訪客使用的私家車泊車位（2.5 米×5 米）。其餘露天地方預留作車輛移動。申請地點的營運時間為星期一至星期六上午 8 時至下午 7 時，星期日及公眾假期不會運作。

本規劃申請的理據為：

1. 申請地點可迎合申請人的重置需求；
2. 擬議發展不會違背「康樂」地帶的規劃意向；
3. 申請地點座落的「康樂」地帶已有類近的規劃申請獲批；
4. 擬議發展可有效利用寶貴的土地資源；
5. 擬議發展與周邊土地兼容；
6. 擬議發展不會對附近地方構成不良的交通、環境及排水影響；
7. 擬議發展符合城規會指引編號 13G；及
8. 擬議發展不會造成不良的先例。

基於本規劃報告書所述的理據，敬希 各城規會委員及有關政府部門能批准此項申請，作為期三年的臨時用途。



## 1. Introduction

### 1.1 Purpose

Pursuant to Section 16 of the Town Planning Ordinance, this Planning Statement Report is submitted to the Town Planning Board (“the Board”) in support of a planning application for proposed temporary warehouse and open storage of construction materials and machineries and rural workshop with ancillary facilities for a period of 3 years at Lots 1357S.B RP(Part), 1360RP, 1361 RP in D.D. 78 and Adjoining Government Land, Lin Ma Hang Road, N.T. (hereafter referred to as “the Application Site”). **Figure 1** shows the location of the Application Site and the Lot Index Plan indicating the concerned lots is shown as **Figure 2**.

The application is submitted to facilitate the relocation of the Applicant’s affected operations in Ha Tsuen, Yuen Long by land resumption for the Second Phase Development of Hung Shui Kiu/Ha Tsuen New Development Area (NDA). The Application Site, covering an area of about 8,250 sq.m. (including Government Land of about 1,574 sq.m.), falls within an area zoned “Recreation” (“REC”) on the Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 gazetted on 13.5.2016. According to the Notes of the OZP, ‘Open Storage’, ‘Warehouse’ and ‘Rural Workshop’ are neither Column 1 nor Column 2 use of the “REC” zone, and temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Board.

### 1.2 Background of the Application

#### Background of the Applicant

Double Industries Co. (得寶實業公司) (the “affected operator”), the party affected by the land resumption, has operated a warehouse, open storage area and rural workshop in Ha Tsuen, Yuen Long, New Territories (the “affected site”). The affected operator has appointed Wong Kee Engineering Limited as the Applicant for this planning application (hereafter referred to as “the Applicant”) (see **Appendix 1**). The affected operator is primarily engaged in the construction industry and requires a large area of land on which to store construction materials and machineries, as well as a rural workshop. The affected site in Ha Tsuen has been resumed and reverted to the Government (see letter from the Lands Department dated 8.4.2025 in **Appendix 2**), with about 70% of the affected site has been cleared.

Affected Site	Site Area (sq.m.) (about)	Floor Area (sq.m.) (about)	Use(s)
Lots 1376, 1378, 1379, 1380, 1381, 1386, 1387, 1388, 1389, 1390 and Adjoining Government Land in D.D.124, Ha Tsuen, N.T.	11,371	1,342	Warehouse, Open Storage, Rural Workshop

Due to the difficulty the affected operator has experienced in identifying a comparable-sized alternative, they have reluctantly accepted a smaller relocation site to continue their business. The Applicant will continue to seek other locations that can accommodate their operations at full capacity. The intended use is the same as that of the affected business. Site photos showing the existing operation in Ha Tsuen are provided in **Appendix 3**.

### Relocation Need of the Applicant

Due to the continuous resumption of land in the Hung Shui Kiu/Ha Tsuen New Development Area (NDA), the Applicant must relocate their business in order to continue contributing to Hong Kong's construction industry. However, due to the Government's ongoing land resumption schemes in the Northern Metropolis area, it is extremely difficult to find a suitable site of an adequate size that can accommodate all their existing operations at once. Consequently, the affected operator has decided to search for multiple smaller sites to continue their operations. They noted that the existing warehouse and open storage land in Categories 1 and 2 of TPB PG-No. 13G either exceeded their budget or was already occupied for storage purposes.

Due to the limited time before site clearance and the limited number of suitable sites for warehouse and open storage operations within the affected operator's budget, the affected operator conducted a thorough site search before identifying the Application Site as the best available relocation option. Most sites were deemed unsuitable for various reasons, as detailed below:

	Possible Site Location	Zoning	Reasons for unsuitable for relocation
(a)	DD92 Lots 1202, 1203 S.A, 1203 S.B and 1203 RP (Kwu Tung)	"REC" "GB" "R(C)4"	<ul style="list-style-type: none"> <li>- Access to the site is via a one-way road which is too narrow for large goods vehicles or machinery deliveries.</li> <li>- Filling of pond is required.</li> <li>- The site is too close to residential developments.</li> </ul>
(b)	DD92 Lots 1075, 1076, 1080, 1081, 1085 (Kwu Tung)	"AGR"	<ul style="list-style-type: none"> <li>- Access to the site is via a one-way road which is too narrow for large goods vehicles or machinery deliveries.</li> <li>- The access road passes through various residential developments.</li> <li>- The site is close to stream course.</li> </ul>
(c)	DD87 Lot 465 (Hung Lung Hang, Sheung Shui)	"AGR"	<ul style="list-style-type: none"> <li>- The site is too small and cannot meet the operational needs of the affected operator.</li> </ul>
(d)	DD37 Lots 8 S.G, 8 S.B, 8 S.H, 8 S.I, 8 S.D, 8 S.J, 8 S.C, 9 RP, 10, 13, 14 (Man Uk Bin, Sha Tau Kok)	"AGR"	<ul style="list-style-type: none"> <li>- Access road is too narrow for goods vehicles</li> <li>- Extensive clearance of vegetation is required.</li> </ul>
(e)	DD104 Lots 3058RP, 3062, 3015(Part) (Mai Po, Yuen Long)	"OU"	<ul style="list-style-type: none"> <li>- The site is too small and cannot meet the operational needs of the affected operator.</li> <li>- The site is close to residential developments.</li> </ul>

As a result, the affected operator has identified the Application Site as the best available option for a number of reasons:

- (a) The Application Site is directly accessible from Lin Ma Hang Road, providing good transport links between Hong Kong and mainland China.

- (b) The recent completion of the widening works on Lin Ma Hang Road allows large goods vehicles and machinery to access the site easily.
- (c) Vehicular access to the Application Site does not encroach onto any private land, so potential disputes over rights of way can be avoided.
- (d) The Application Site is flat and vacant. Extensive clearance of vegetation is not required and it can therefore be swiftly transformed into a warehouse and open-storage yard for the operator's imminent use.
- (e) The size of the Application Site meets the operator's immediate need to accommodate their business operations.

Due to the limited availability of comparable sites on the market, the operator has selected the Application Site for relocation, as its fundamental features align with their operational requirements. The proposed development will also make better use of scarce land resources.

### 1.3 Organization of the Planning Statement

This planning statement is divided into 6 chapters. Chapter 1 is an introduction outlining the above background of the planning application. Chapter 2 will then illustrate the site context and land status followed by Chapter 3 which describes the planning context in details. Chapter 4 gives the particulars of the proposed development. Detailed accounts of planning justifications of the proposed development are presented in Chapter 5. The planning statement finally concludes with a summary in Chapter 6.

## 2. Site Context

### 2.1 The Application Site and Its Existing Condition

The Application Site, which covers an area of approximately 8,250 sq. m. (including government land of about 1,574 sq. m.), is located abutting Lin Ma Hang Road in Ta Kwu Ling, New Territories (see **Figure 1**). The Application Site is flat, vacant and partially fenced off by corrugated metal sheets (see **Site Photos**).

### 2.2 Surrounding Land Uses

The surrounding area is predominantly rural and undergoing transformation, with various planning applications for warehouses, logistics centres and container vehicle parks having been approved by the Board in recent years. To the south of the Application Site is a warehouse that was approved by the Board (Application No. A/NE-TKLN/85). Further southwest and southeast of the Application Site are additional warehouses, a logistics centre and a container vehicle park (Application Nos. A/NE-TKLN/86 and 116). To the north are a number of temporary structure and a private club (Application No. A/NE-TKLN/63). To the west is the Shenzhen River.

### 2.3 Accessibility

The Application Site is directly accessible from Lin Ma Hang Road. The existing run-in/out located at the eastern boundary will be used and maintained by the Applicant. The ingress/egress of the Application Site is about 10m. A plan showing the vehicular access to the Application Site is provided at **Figure 3**.

## 2.4 Land Status

According to the records of Land Registry, the subject lots are held under Block Government Lease and demised as agricultural use with a lease term for 75 years, commenced from 1.7.1898, and is renewable for a further term of 24 years.

The Applicant will apply for a Short Term Waiver (STW) for the proposed structures and a Short Term Tenancy (STT) for the use of the government land to the Lands Department upon obtaining planning approval for this application.

## 3. Planning Context

### 3.1 Outline Zoning Plan

The Application Site falls within an area zoned "Recreation" ("REC") on the Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 gazetted on 13.5.2016 (see **Figure 1**).

The planning intention of "REC" zone is 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.

According to the Notes of the OZP, temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Board.

### 3.2 Previous Application

The Application Site is not involved in any previous planning application.

### 3.3 Similar Applications within the Same "REC" Zone

Four similar applications have been approved for temporary warehouses within the same 'REC' zone near the Application Site between 2024 and 2026. These applications are summarised below:

Application(s) No.	Applied Use(s)	Site Area (m <sup>2</sup> )	Decision (Date of Approval)
A/NE-TKLN/116	Proposed Temporary Logistic Centre, Warehouse (Excluding Dangerous Goods Godown) and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years	123,320	Approved with Conditions (6.2.2026)
A/NE-TKLN/93	Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities for a Period of 3 Years	1,126	Approved with Conditions (28.2.2025)
A/NE-TKLN/86	Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities for a Period of 3 Years	24,446	Approved with Conditions (20.9.2024)

A/NE-TKLN/85	Proposed Temporary Warehouse (Storage of Building Materials and Metal) for a Period of 3 Years	1,105	Approved with Conditions (20.9.2024)
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### 3.4 Town Planning Board Guidelines No. 13G (TPB PG-No.13G)

According to TPB PG-No.13G, the Application Site falls within a “Category 3” area. The guidelines stipulate that sympathetic consideration may be given for applications for open storage and port back-up uses in “Category 3” area if relevant technical assessments/proposals have been included in the fresh application 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. Development Proposal

### 4.1 Site Configuration and Layout

The Applicant proposed using the Application Site as temporary warehouse and open storage of construction materials and machineries, rural workshop with ancillary facilities for a period of 3 years. This development will facilitate the relocation and continuation of the operator’s business, which has been affected by the second phase of the Hung Shui Kiu/Ha Tsuen New Development Area (NDA) project.

The Application Site covers an area of approximately 8,250 sq.m. Three single-storey temporary structures (BH: 13m) with a floor area of 221 sq.m. each will be used for storing construction materials, e.g. steel bars and boards, etc. The open area will be used for open storage of construction materials and machineries, and for a rural workshop. Ancillary facilities, including a site office, a washroom and a meter room, will also be provided (see Layout Plan at **Figure 4**).

The key development parameters of the application are shown below:

Applied Use	Proposed temporary warehouse and open storage of construction materials and machineries and rural workshop with ancillary facilities for a period of 3 years
Site Area	About 8,250 sq.m. (including 1,574 sq.m. of Government land)
Total Floor Area (Non-domestic)	About 765 sq.m.
No. of Structures	6 - 3 proposed warehouses - 1 proposed washroom - 1 proposed site office - 1 proposed meter room
Height of Structures	3 – 13m (1-2 storeys)
No. of Parking Spaces	4 nos. (private cars for staff/visitors) (2.5m x 5m)
Loading/Unloading Spaces	2 nos. (for container vehicles) (3.5m x 16m) 2 nos. (for medium goods vehicles) (3.5m x 11m)

## 4.2 Vehicular Access and Parking Arrangement

The existing run-in/run-out, which is located at the eastern boundary, has been constructed in accordance with Highways Standards and will be used and maintained by the Applicant. A 1 m-wide pedestrian access point will be provided next to the ingress/egress. Two loading/unloading spaces (3.5 m x 16 m) for container vehicles will be provided to the south, while two loading/unloading spaces (3.5 m x 11 m) for medium goods vehicles and four private car parking spaces (2.5 m x 5 m) for staff and visitors will be provided to the north. The remaining open areas are reserved for vehicle manoeuvring.

A swept path analysis (see **Appendix 4**) has been prepared to demonstrate the satisfactory manoeuvring of vehicles entering and exiting the Application Site, as well as manoeuvring within it. There will be no issues with internal traffic circulation as sufficient space for manoeuvring vehicles has been reserved in the middle and western portions, meaning that vehicles will never need to wait or queue along Lin Ma Hang Road.

To ensure no queuing of vehicles outside the Application Site and to guarantee pedestrian safety, the Applicant will also implement the following traffic management measures:

- (i) Prior appointments will be arranged for container and medium goods vehicles to deliver the construction materials and machineries;
- (ii) Goods vehicles entering the site will be directed to loading/unloading spaces to prevent the ingress/egress being blocked, and will leave the site after loading/unloading.
- (iii) No storage materials will be placed in the manoeuvring area to prevent the loading/unloading spaces and manoeuvring area from being blocked;
- (iv) On-site staff will be deployed to manage traffic flow during operation hours.
- (v) Revolving warning lights will be installed at the site entrance to alert staff and nearby pedestrians when vehicles are entering or exiting the site, ensuring pedestrian safety.

In addition, according to the Applicant, trips to transport the storage materials to and from the Application Site by container or medium goods vehicle will not exceed four round trips per non-peak hour (between 10 am and 4 pm). There will be 10–15 working staff on site. Considering the nature of the business and its operational needs, it is expected that only four round trips per day for private vehicles will be made to the Application Site.

The estimated traffic arising from the proposed development is as follows:

Time	No. of Trips (Container Vehicles)		No. of Trips (Medium Goods Vehicles)		No. of Trips (Private Cars)	
	In	Out	In	Out	In	Out
08:00-09:00 (peak hour)	0	0	0	0	4	0
09:00-10:00 (peak hour)	0	0	0	0	0	0
10:00-11:00	2	2	2	2	0	0
11:00-12:00	2	2	2	2	0	0
12:00-13:00	2	2	2	2	0	0
13:00-14:00	1	1	2	2	0	0
15:00-16:00	2	2	2	2	0	0
16:00-17:00	2	2	2	2	0	0
17:00-19:00 (peak hour)	0	0	0	0	0	4

#### 4.3 Site Operations

The operation hours of the Application Site are 8:00am to 7:00pm, Mondays to Saturdays. The Application Site will not operate on Sundays or public holidays. The main uses of the Application Site will be warehouse and open storage of construction materials and machineries with a rural workshop for reinforcement bending of steel bars.

#### 4.4 Drainage Proposal

Drainage facilities, including 600mm peripheral U-channels and catchpits with sand trap, are proposed to collect the surface runoff and divert it to an existing stormwater manhole on Lin Ma Hang Road via a 900mm pipe. With these drainage facilities in place, no surface runoff will flow from the Application Site to the nearby public road. A drainage proposal has been submitted (see **Appendix 5**) to illustrate the proposed drainage design. The Applicant will provide the drainage facilities to the satisfaction of Drainage Services Department.

#### 4.5 Landscape

The Application Site is flat and vacant, located in a rural area comprising various compatible uses, such as warehouses, open storage yards, logistics centre and container vehicle park. Given that recent applications have been approved for buildings up to 15 metres high, the proposed development with a maximum height of 13 metres is not considered incompatible with the surrounding land use. There are no old or valuable trees within the Application Site. Only a few fruit trees are located on the edge of the site, so the proposed development will not affect the landscape character of the area.

#### 4.6 Fire Service Installations Proposal

To minimize the fire hazard, the Applicant will provide fire service installations to the satisfaction of the Fire Services Department. A Fire Service Installations Proposal (FSI) (see **Appendix 6**) has been submitted together with this application.

#### 4.7 Environmental Considerations

The proposed development will consist of a warehouse and open storage of construction materials and machinery, as well as a rural workshop and ancillary facilities. To minimise any potential environmental nuisance, the Applicant will adhere to the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' and will implement the following mitigation measures:

- (i) The surface of the Application Site will be hard-paved to avoid dusty operations;
- (ii) The loading/unloading activities will be located away from residential dwellings.
- (iii) The operating hours will be restricted to between 8:00am and 7:00pm from Mondays to Saturdays, with no operations on Sundays or public holidays.
- (iv) No more than four round trips by goods vehicles per non-peak hour to minimise traffic and noise impact; and
- (v) A washroom will be provided on site for staff. A septic tank will be installed to treat the sewage generated from the Application Site. The Applicant will follow ProPECC PN 1/23 to prevent water pollution.

## 5. Planning Justifications

### 5.1 Meeting the Relocation Needs of the Applicant

Due to the Government's ongoing land resumption projects in the Northern Metropolis, much of the private land in the Northern and North West New Territories has been or will be resumed for the development of NDAs and public works. The Applicant has encountered tremendous difficulties in identifying a suitable site to support their business due to a lack of available sites and financial constraints. The only piece of land that meets the Applicant's immediate operational needs and could be secured by the Applicant is the current Application Site.

The Application Site is conveniently located abutting Lin Ma Hang Road, which connects to Heung Yuen Wai BCP. This makes it easy to transport construction materials to and from the Application Site. The site is also flat and vacant, allowing it to be quickly transformed into the proposed development for the Applicant's operation. Given its accessible vehicular access and compatible size, the Application Site meets the Applicant's relocation needs and is the best location choice.

### 5.2 Not Contravene the Planning Intention of "REC" Zone

The Application Site is located within an area zoned "REC" on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2. The surrounding area of the Application Site is mainly occupied by scattered temporary structures, vacant land, and recently approved warehouse, logistics centre, and container vehicle park. The planning intention of the "REC" zone has not yet been realised. Furthermore, no recreational activities have ever been carried out at the Application Site. As the proposed development is temporary, it would not jeopardise the long-term planning intention of the "REC" zone.

### 5.3 Similar Applications Approved within the Same "REC" zone

As mentioned in Paragraph 3.3 above, the Board approved four similar applications (Nos. A/NE-TKLN/85, 86, 93 and 116) for use as warehouses, logistics centre or container vehicle park between 2024 and 2026. The approval of these applications indicates that the locality in question is open to accommodating warehouses and similar storage facilities, which aligns with the Board's previous decisions. As the current proposed development is similar to these previously approved applications, it could therefore also be considered acceptable by the Board.

### 5.4 Optimization of Valuable Land Resources

The Application Site is currently an unused piece of vacant land. Rather than leaving the site to deteriorate, the proposed development provides an interim solution that maximises land utilisation, with upkeep and maintenance provided by the applicant. Additionally, the proposed development is considered fully commensurate with its local geographical setting, offering the ideal solution for maximising land use without having an undesirable environmental impact.

### 5.5 Not Incompatible with Surrounding Land Uses

The proposed development is considered not incompatible with the surrounding land uses. The area surrounding the Application Site consists mainly of scattered temporary structures and warehouses with planning approval for similar uses in the vicinity, with building heights of about 13-15 metres. Taking into account the mitigation measures proposed by the Applicant, including

hard paving of the site and restricted operating hours, the proposed development could coexist well with these land uses without having an adverse environmental impact. As the proposed development is not incompatible with other developments/facilities in adjacent areas in terms of the nature and scale of their use, approval of the application would not result in any interface problems with the surrounding areas.

#### 5.6 No Adverse Impacts on the Surrounding Areas

Owing to the nature and size of the proposed development, no adverse impacts are anticipated on the surrounding areas, as discussed below:

##### Traffic

The Application Site is directly accessible via Lin Ma Hang Road, with no more than four round trips per hour made by container or medium goods vehicles to and from the site. Most vehicles will enter and exit the Application Site at non-peak hours (10 am–4 pm). As such, it is anticipated that the proposed development will generate very minimal traffic on Lin Ma Hang Road, even if the application is approved. In addition, the swept path analysis (see **Appendix 4**) demonstrates that sufficient space will be reserved at the Application Site for loading/unloading and manoeuvring vehicles. It is also unlikely that the minimal volume of traffic generated by the proposed development would have an adverse effect on the existing and/or planned road networks. There will also be no need for container and goods vehicles to queue outside the Application Site under any circumstances. Therefore, no adverse traffic impact is anticipated.

##### Environment

The Application Site will be used solely as a warehouse, open storage of construction materials and machinery, with limited rural workshop activities. To minimise potential environmental impacts on the surrounding area, the Applicant will adhere to the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' and implement the mitigation measures outlined in paragraph 4.7 of this planning statement. Wastewater generated at the Application Site will be treated by a septic tank. In addition, operating hours will be restricted to between 8:00am and 7:00pm. It is unlikely that the proposed development will have a significant adverse environmental impact on the surrounding areas.

##### Drainage

Drainage facilities will be provided within the Application Site to collect and discharge surface runoff effectively. The Applicant has submitted a drainage proposal (see **Appendix 5**) and will implement the drainage proposal to the satisfaction of DSD. Therefore, no adverse drainage impact will be generated by the Application Site.

#### 5.7 Compliance with TPB PG-No.13G

The Applicant has submitted technical reports in support of the application, which indicate that there will be no adverse impacts on the surrounding areas in terms of traffic, the environment or drainage. Any concerns raised by relevant government departments can be addressed through the implementation of approval conditions. Similar applications for warehouse and logistics centre uses have also been approved in the same "REC" zone and 'Category 3' area between 2024 and 2026. Given the Applicant's unique circumstances and relocation needs, the proposed development could be considered in line with TPB PG-No. 13G, provided the Board gives it sympathetic consideration.

## 5.8 No Creation of Undesirable Precedent

Having realised that the Board is entitled to consider planning applications, concerns may be raised about setting an undesirable precedent by approving the current application. However, the proposed development is an exceptional case, justified by the demand for the relocation of a warehouse and the open storage of construction materials and machinery and a rural workshop, due to the resumption of land to support the construction industry in Hong Kong. The proposed development at the Application Site would support this. Therefore, it is proposed that permission is only granted for the development outlined in this application.

As the Board considers each planning application on its individual merits, the physical state of the Application Site and its surroundings are always assessed individually and differently, even if they are of a similar nature. Approving the current application should not therefore entail the approval of other similar applications under any circumstances.

## 6. Conclusion

The Application Site falls within "REC" zone on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2. The Applicant's warehouse, open storage area and rural workshop in Ha Tsuen were subject to land resumption for the second phase of the development of the Hung Shui Kiu/Ha Tsuen New Development Area (NDA). As the Applicant is required to relocate their operations, they urgently need to find a new site.

Due to the limited availability of sites on the market, the Applicant is facing difficulties in identifying a suitable relocation site and has no alternative. The Application Site is considered the best location due to its advantageous location, which provides direct vehicular access from Lin Ma Hang Road. Its locational advantage also allows valuable land resources to be optimised, and similar uses in the surrounding areas mean that no interface problems will arise from the proposed development, given that similar warehouse applications have recently been approved in the vicinity. Given the location of the site, the surrounding land uses, and the nature of the proposed development, the Application Site is considered the best choice of location for the continuation of the Applicant's operations in the form of a temporary warehouse, open storage and a rural workshop with ancillary facilities.

Despite the fact that the Application Site falls within the "REC" zone, the planning intention of the "REC" zone is unlikely to be realised given the lack of long-term recreational development in the area. In contrast, the proposed interim development at the Application Site is not deemed unsuitable for temporary use, given that the surrounding areas are currently characterised by a variety of storage and warehouse uses. No interface problems are expected to arise from the proposed development. The development will optimise the use of valuable land resources due to its location and geographical advantages, and enable the Applicant to continue contributing to the construction industry.

As no adverse impacts on the surrounding area are anticipated, and as the technical concerns of the relevant government departments can be addressed by implementing the approval conditions, the proposed development is considered to be in line with TPB PG-No. 13G, and it will not set an undesirable precedent.

In view of the justifications as presented in this planning statement, it is hoped that members of the Board and relevant Government departments will approve this application for a period of 3 years.

Lawson David & Sung Surveyors Limited  
February 2026

# Figures

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- Figure 1 Location Plan
- Figure 2 Lot Index Plan
- Figure 3 Vehicular Access to the Site
- Figure 4 Indicative Layout Plan



Location Plan  
 (Extract from Approved Ta Kwu Ling North Outline  
 Zoning Plan No. S/NE-TKLN/2)

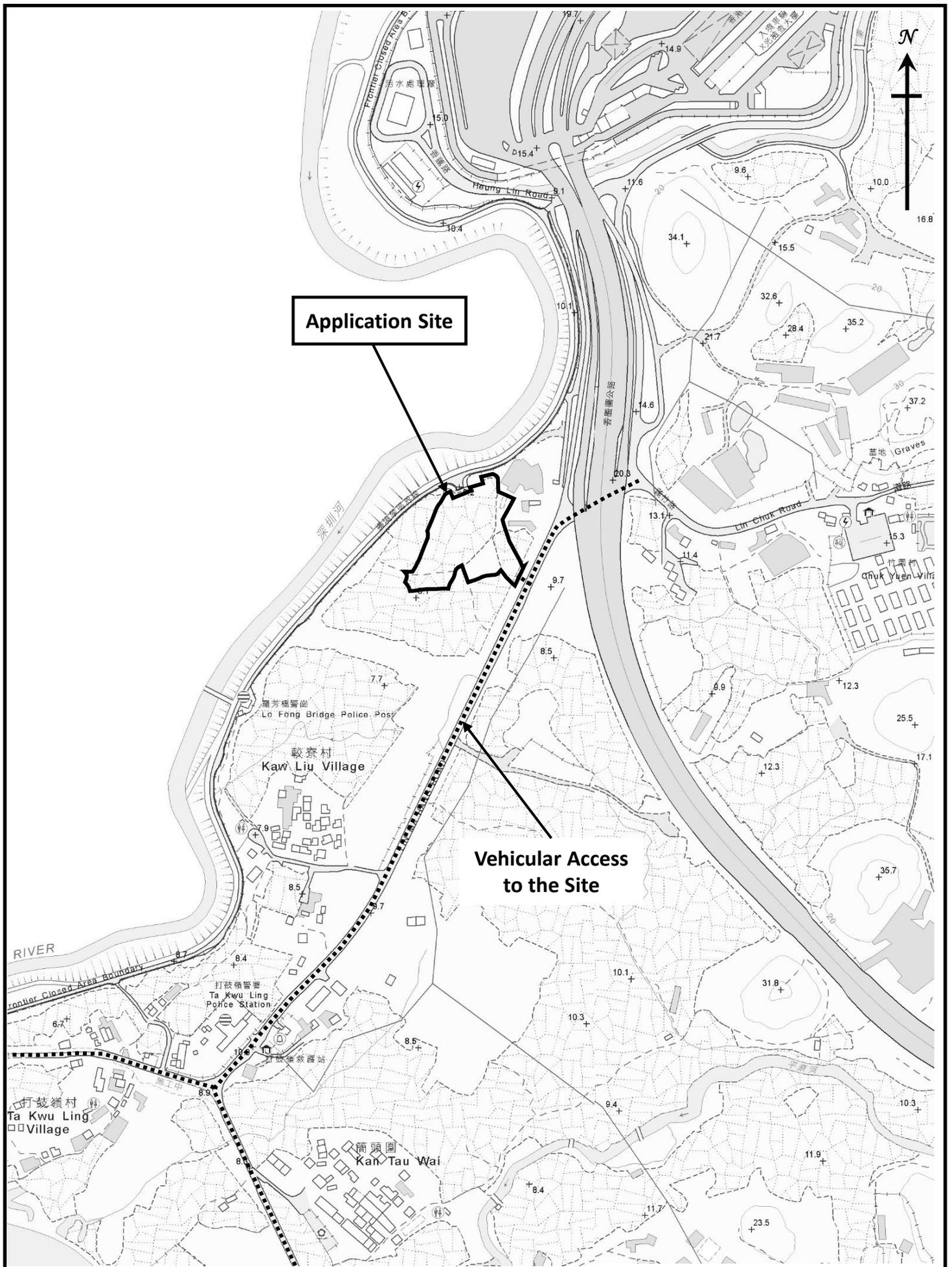
Figure 1

1 : 7500



羅迅測計師行  
**Lawson David & Sung**  
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 Estate Agency Licence No. C-006328





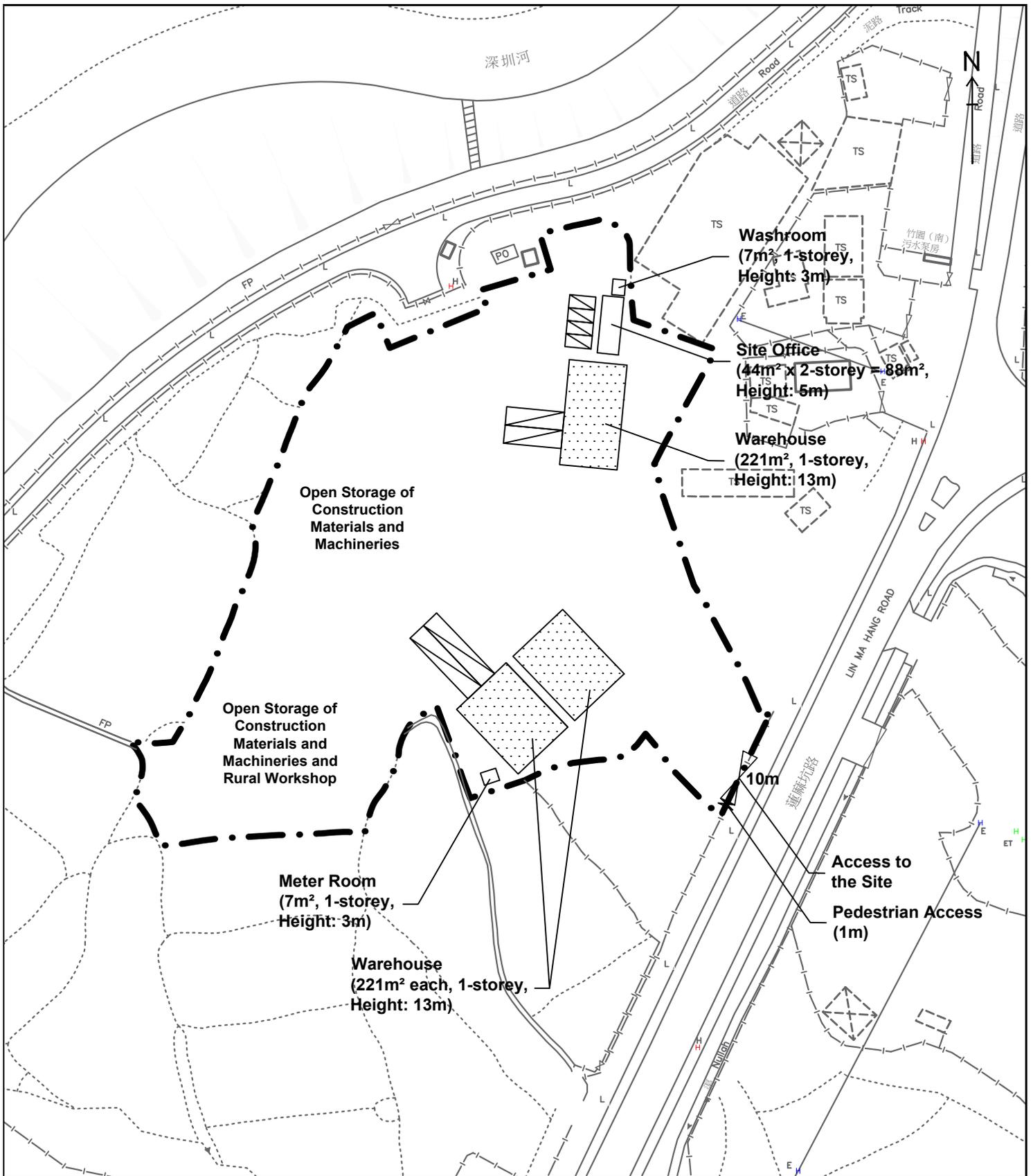
Vehicular Access to the Application Site

Figure 3

1 : 5000



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**Legend:**

- Application Site (about 8,250 sq.m.)
- Warehouse for Storage of Construction Materials
- Loading/Unloading Spaces for Container Vehicles (3.5m x 16m) (2 nos.)
- Loading/Unloading Spaces for Medium Goods Vehicles (3.5m x 11m) (2 nos.)
- Private Car Parking Spaces for Staff/Visitors (2.5m x 5m) (4 nos.)

For Identification Purpose

Indicative Layout Plan

Figure 4

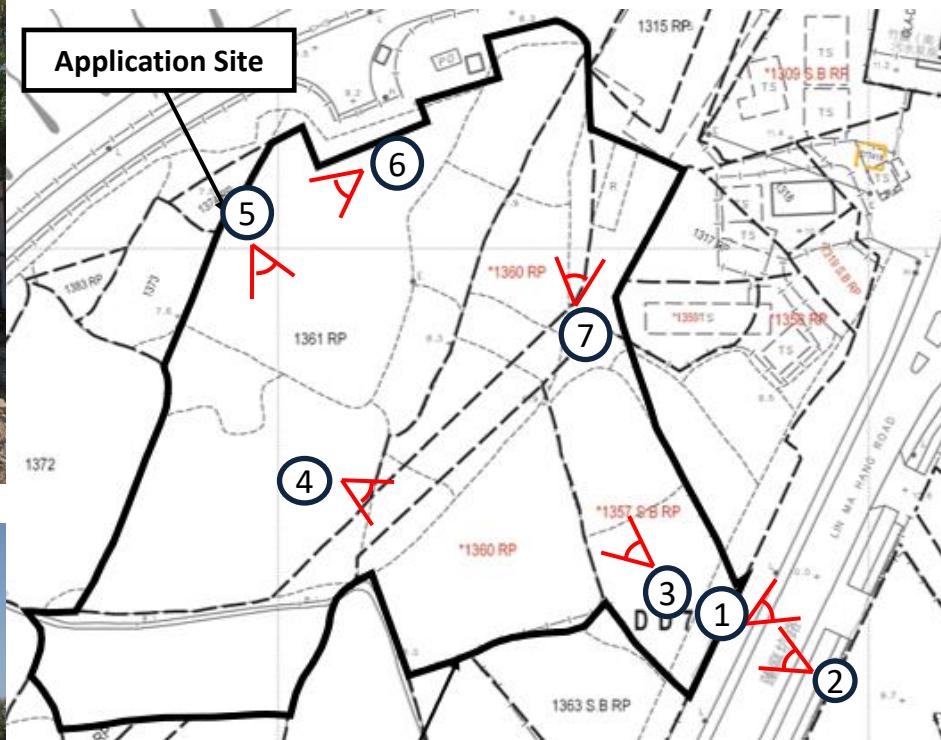
Scale 1:1000



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## Site Photos

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Legend:

-  Viewpoint of the Photo
-  Photo No.

Existing Condition of the Application Site and Its Surroundings

Site Photos

# Appendix 1

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Authorization Letter from Double Industries Co.

## 規劃申請意向書

### 受新發展區發展影響的在地經營業務搬遷 - 規劃申請

業務經營者(甲方): 得寶實業公司 (DOUBLE INDUSTRIES CO)

商業登記證號碼: 15691147

規劃申請的申請人(乙方): 黃記工程有限公司 (WONG KEE ENGINEERING LIMITED)

商業登記證號碼: 68746430

甲方為位於新界厦村丈量約份第 124 約多個地段的業務經營者, 由於受到政府「洪水橋 / 厦村新發展區」之收地計劃影響, 需要覓地搬遷重置以繼續經營。

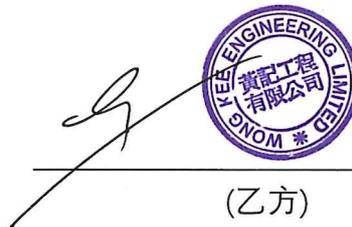
甲方與乙方達成共識, 同意乙方作為規劃申請的申請人, 並根據《城市規劃條例》第 16 條, 向城市規劃委員會提交規劃申請, 於丈量約份第 78 約地段第 1357 S.B RP ,1360 R.P 及 1361 R.P 號及毗連政府土地作「臨時貨倉、露天存放建築材料、機械及鄉郊工場連附屬設施 (為期 3 年) 」。

乙方作為規劃申請的申請人, 受甲方委託處理有關搬遷業務事宜。於取得城市規劃委員會之規劃許可後, 甲方將會是申請場地的業務經營者。

備注:上述地段將因應規劃許可的需要而有所修訂。



(甲方)  
業務經營者簽署



(乙方)  
規劃許可申請人簽署

2026 年 01 月 01 日

## Appendix 2

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Letter from Lands Department on Land Resumption Matter

電話 Tel: 3565 1371  
圖文傳真 Fax: 3547 0756  
電郵地址 Email: lep23@landsd.gov.hk  
本署檔號 Our Ref: ( ) in LD NDA/HSK/SBUT/0556  
來函檔號 Your Ref:  
來函請註明本署檔號  
Please quote our reference in your reply



地政總署  
新發展區組  
NEW DEVELOPMENT AREA SECTION  
LANDS DEPARTMENT

我們矢志努力不懈，提供盡善盡美的土地行政服務。  
We strive to achieve excellence in land administration.

新界上水龍琛路 39 號上水廣場 15 樓 1501 至 1510 室  
Units 1501-10, Level 15, Landmark North,  
39 Lung Sum Avenue, Sheung Shui, New Territories.

網址 Website : www.landso.gov.hk

得寶實業公司

(經辦人：許亦恆先生)

敬啟者：

洪水橋／厦村新發展區第二期發展工程

業務經營者：得寶實業公司

丈量約份第 124 約地段第 1376 號、第 1378 號、第 1379 號、  
第 1380 號、第 1381 號、第 1386 號、第 1387 號、第 1388 號、  
第 1389 號、第 1390 號及毗連的政府土地

清拆編號：H17/546-548

你／貴公司在上述經營的露天／戶外業務，因上述工務計劃影響而須遷出。本署已於 2025 年 4 月 8 日根據《土地(雜項條文)條例》(第 28 章)，在涉及的構築物及／或相關範圍張貼告示，通知你／貴公司須於 2025 年 7 月 10 日前停止佔用有關土地。你／貴公司需搬離有關土地及向政府交出所有土地及構築物(不得遲於上述告示期限)。

本署在 2024 年 4 月 10 日發信要求你／貴公司提供相關文件，以便評核你／貴公司是否符合資格申領特惠津貼。經審核後，現特函通知你／貴公司並不符合申領露天／戶外業務經營者的特惠津貼資格，原因如下：

未有提供文件，以證明你／貴公司的業務在緊接 2018 年 5 月 10 日前，在有關地點上營運最少達兩年。

雖然你／貴公司不符合資格申領露天／戶外業務經營者的特惠津貼資格，但可以根據有關條例向政府提出法定補償申索。政府會按有關條例考慮該申索。

日後，如你／貴公司能在上述告示期限之前提早向政府交出土地及構築物，請盡快聯絡本署安排，而交回的土地及構築物內有任何留下的物件，本署會當棄置之廢物處理。

如你／貴公司對此事有任何查詢，請於辦公時間內致電 3565 1371 與本信代行人聯絡。

總產業測量師／新發展區

(梁安迪  代行)

副本送：

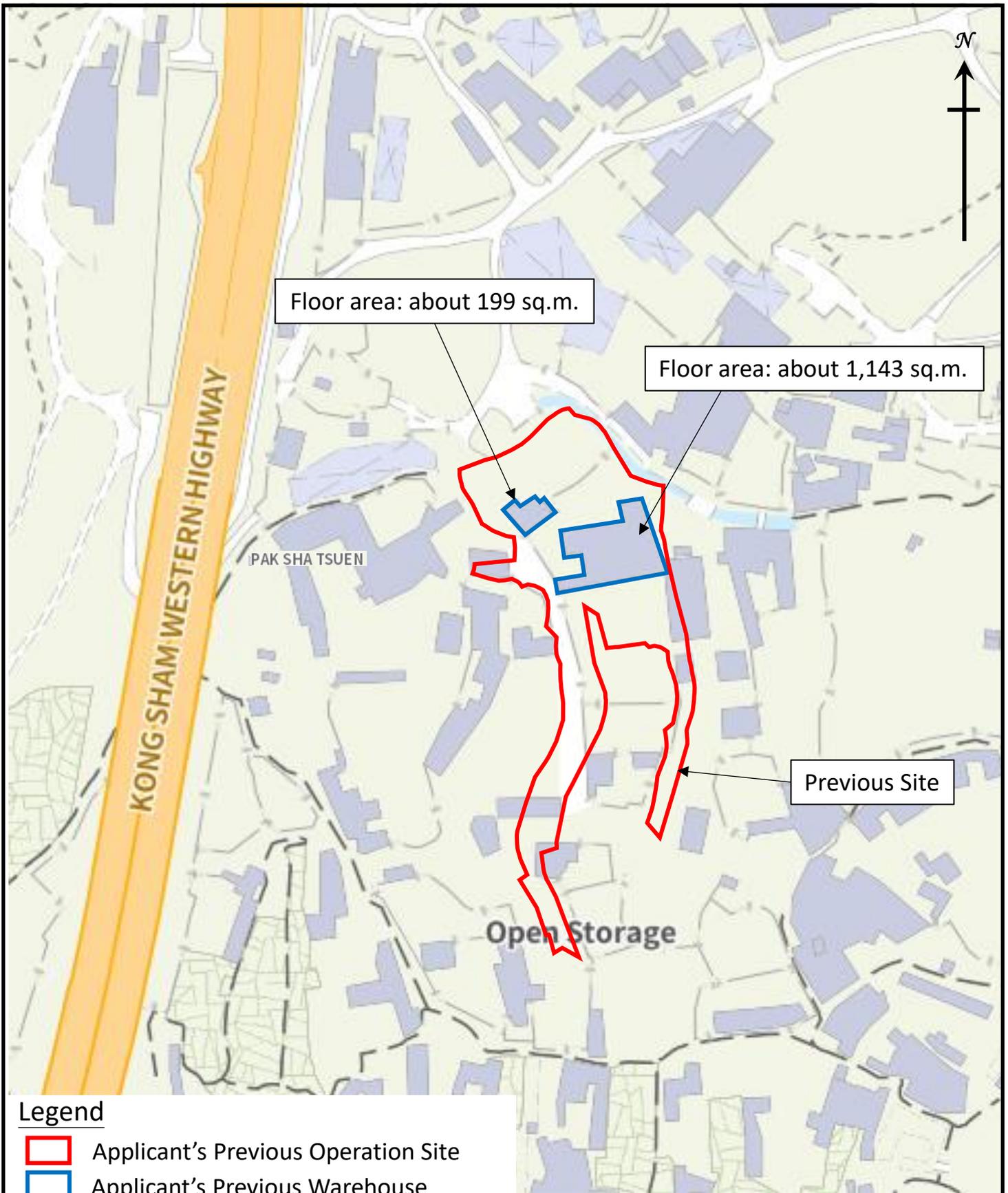
地政總署新發展區組清拆小組（經辦人：彭德源先生）

2025年7月31日

## Appendix 3

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Conditions of the Applicant's Previous Operation Site in Ha Tsuen



**Legend**

- Applicant's Previous Operation Site
- Applicant's Previous Warehouse

**Lots 1376, 1378, 1379, 1380, 1381, 1386, 1387, 1388, 1389, 1390 and adjoining GL in D.D. 124, Ha Tsuen, Yuen Long, N.T.**

Total Site Area : About 11,371 sq.m. (subject to survey)

Total GFA : About 1,342 sq.m. (subject to survey)

Location Plan

Condition of the Applicant's Previous Operation Site in Ha Tsuen, Yuen Long, N.T.

Appendix 3

Not to Scale



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Site Photos of Previous Operations

Condition of the Applicant's Previous Operation Site in Ha Tsuen, Yuen Long, N.T.

Appendix 3

Not to Scale



羅迅測計師行  
**Lawson David & Sung**

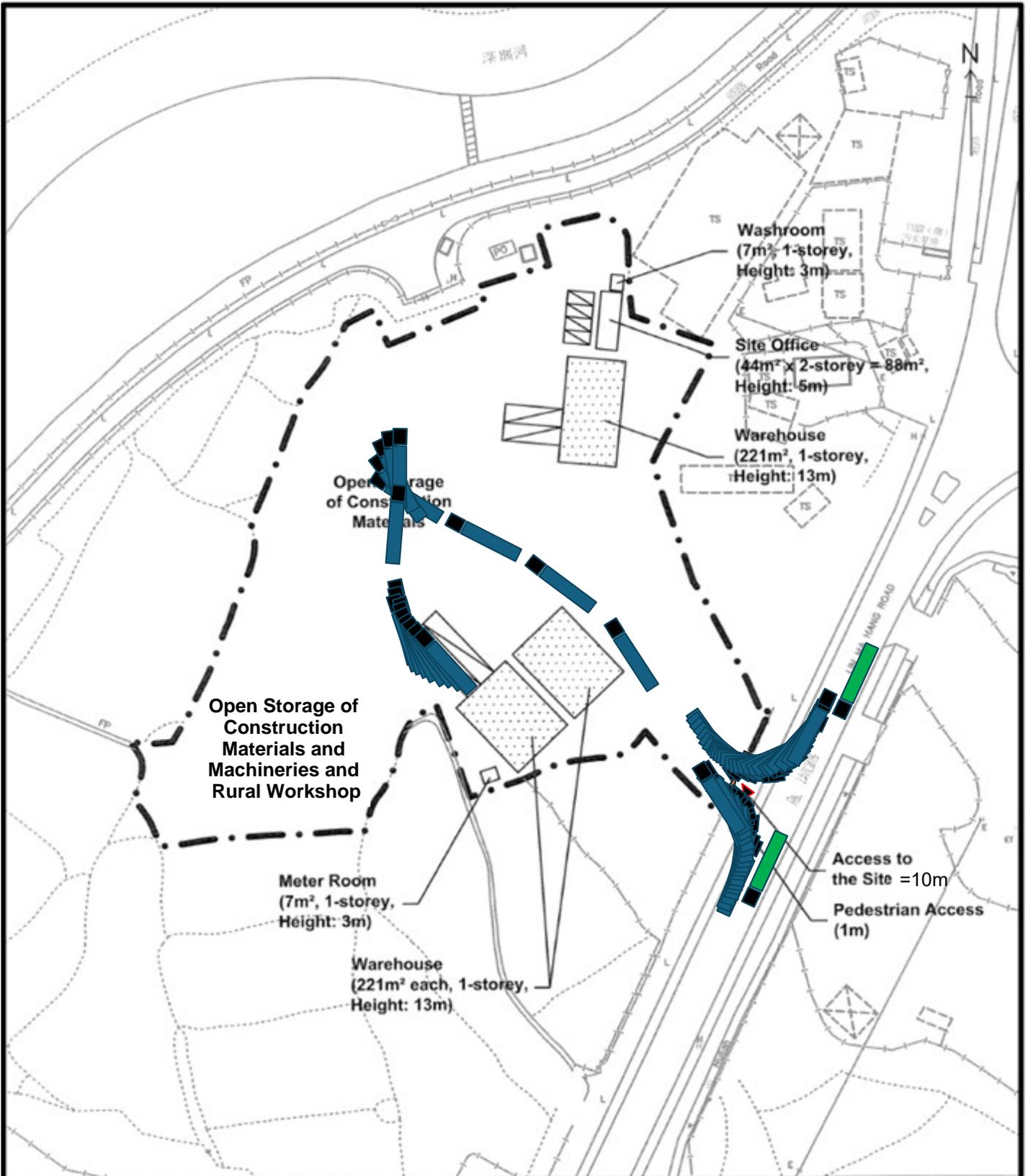
SURVEYORS LIMITED

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Estate Agency Licence No. C-006328

# Appendix 4

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## Swept Path Analysis



**Legend:**

- Application Site (about 8,250 sq.m.)
- Warehouse for Storage of Construction Materials
- Loading/Unloading Spaces for Container Vehicles (3.5m x 16m) (2 nos.)
- Loading/Unloading Spaces for Medium Goods Vehicles (3.5m x 11m) (2 nos.)
- Private Car Parking Spaces for Staff/Visitors (2.5m x 5m) (4 nos.)

For Identification Purpose

**Swept Path**

Drawing No. LMH/T 01

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**Lawson David & Sung**  
SURVEYORS LIMITED  
Property Consultants • Planning • Valuers • Architects  
Estate Agency License No. C-000128

# Appendix 5

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Drainage Proposal



Table 2d – Intensity-Duration-Frequency (IDF) Relationship of North District Area for durations not exceeding 240 minutes

Duration (min)	Extreme Intensity (mm/h) for various Return Periods T (year)						
	2	5	10	20	50	100	200
240	29.0	38.2	44.5	50.7	59.1	65.6	72.3
120	42.4	54.9	63.2	71.2	81.8	89.8	97.8
60	62.0	77.1	86.1	94.3	104	111	118
30	85.7	103	113	122	133	141	148
15	108	129	141	151	164	173	182
10	120	141	155	168	187	203	219
5	139	162	177	192	214	231	251

**Notes:**

1. based on continuous rainfall recorded at GEO rain gauges N05 (40 years), N34 (24 years), N46 (24 years), N33 (24 years), N35 (24 years), N36 (24 years), N45 (24 years) and HKO rain gauges EPC (31 years), SSH (20 years), TKL (38 years), R24 (40 years), R29 (39 years), R30\_KAT (34 years), SEK (27 years) up to 2023.
2. rainfall IDF relationships are derived from regional frequency analysis of extreme rainfall of local rain gauges.
3. the trends of the extreme rainfalls observed at HKO Headquarters are used to infer the trends at other locations.

i (rainfall intensity) = 133mm/hr ( Duration of 30min is used)

Calculations of U-channel

$$Q_p = 0.278C_iA$$

$$C_1 = 0.85 \text{ (Asphalt) (Application Site)}$$

$$C_2 = 0.85 \text{ (Asphalt (Adjacent Site))}$$

$$i = 133\text{mm/hr}$$

$$A_1 = 8,259\text{m}^2 \text{ (0.001574km}^2\text{) (Application Site)}$$

$$A_2 = 8,000\text{m}^2 \text{ (0.001500km}^2\text{) (Adjacent Site,)}$$

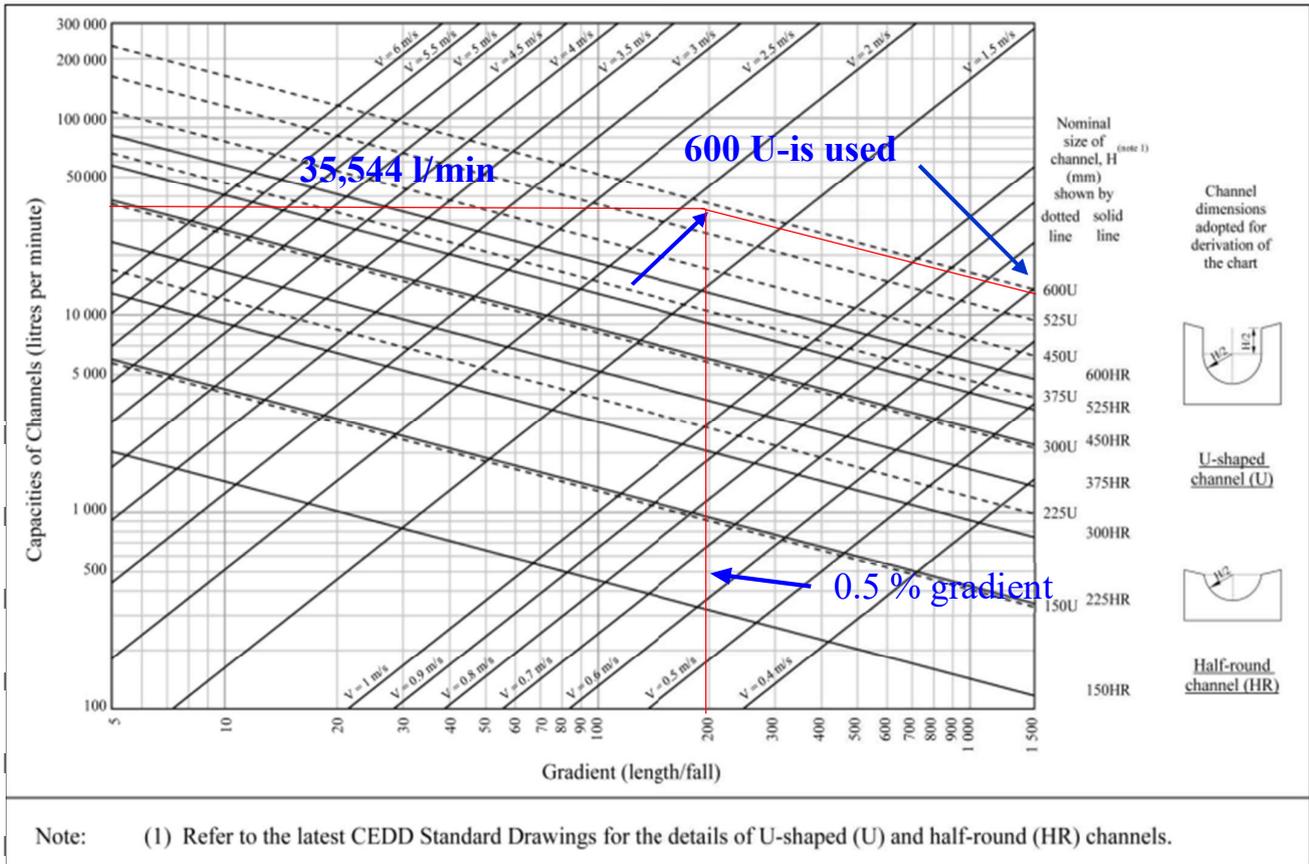
$$Q_p = 0.278 \times 133 \times ((0.85 \times 0.008250) + (0.85 \times 0.0080)) \times 1.16 \text{ (By considering Rainfall Increase due to climate change, 16\% of discharge is added)}$$

$$0.5924\text{m}^3/\text{s} \text{ or } 34,544\text{l}/\text{min}$$

For conservative calculations, all catchment areas are combined for calculation of all U-Channels.

# GEO Technical Guidance Note No. 43 (TGN 43) Guidelines on Hydraulic Design of U-shaped

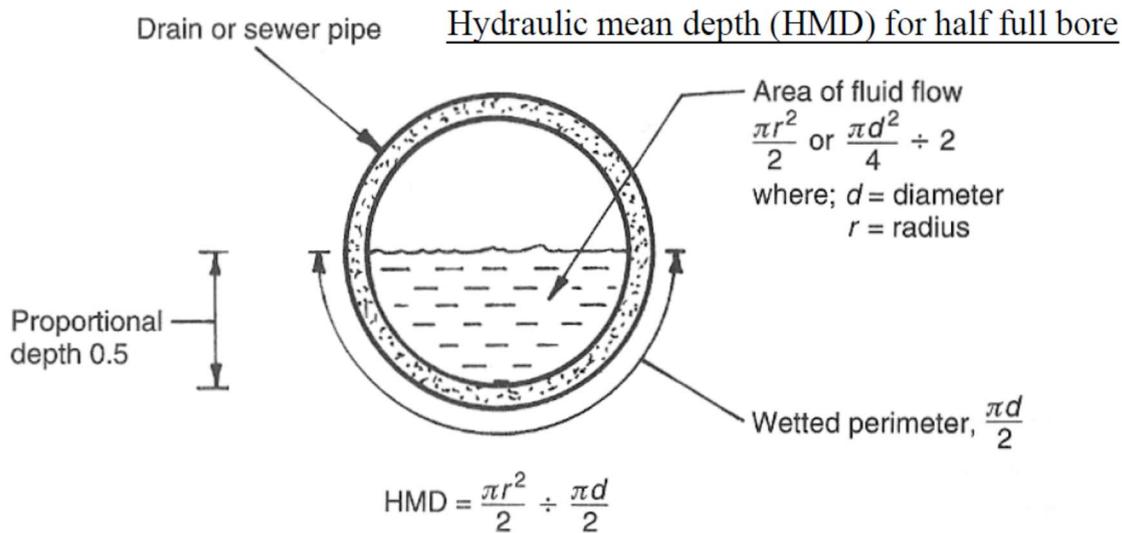
Figure 1 - Chart for the rapid design of U-shaped and half-round channels up to 600 mm



For 34,554l/min, 600 U-channel with 0.5% gradient is used.

# Design of Proposed Concrete Pipe for Connecting to Existing Manhole

## Pipe Size Design



Depth of flow	HMD
0.25	Pipe dia. (m) / 6.67
0.33	Pipe dia. (m) / 5.26
0.50	Pipe dia. (m) / 4.00
0.66	Pipe dia. (m) / 3.45
0.75	Pipe dia. (m) / 3.33
Full	Pipe dia. (m) / 4.00

69

The **0.5** full bore, velocity of **2.0m/s** and **900mm pipe (1)** are used.

The capacity of the pipe :

$$Q = V \times A = 2.0 \times \pi \times (0.9)^2 / 4 \times 0.5 = 0.6362 \text{m}^3/\text{s} > 0.5924 \text{m}^3/\text{s}, \text{OK}$$

**Chezy's formula:**  $V = C\sqrt{m \times i}$

where  $V$  = velocity of flow = 2.0m/s

$m$  = hydraulic mean depth (HMD)  $\rightarrow$  HMD = 0.9 / 4 = 0.225

$C$  = Chezy coefficient =  $(0.225)^{1/6} / (0.015(\text{concrete pipe})) = 51.99$

$$2.0 = 51.99 \times (0.225 \times i)^{0.5}$$

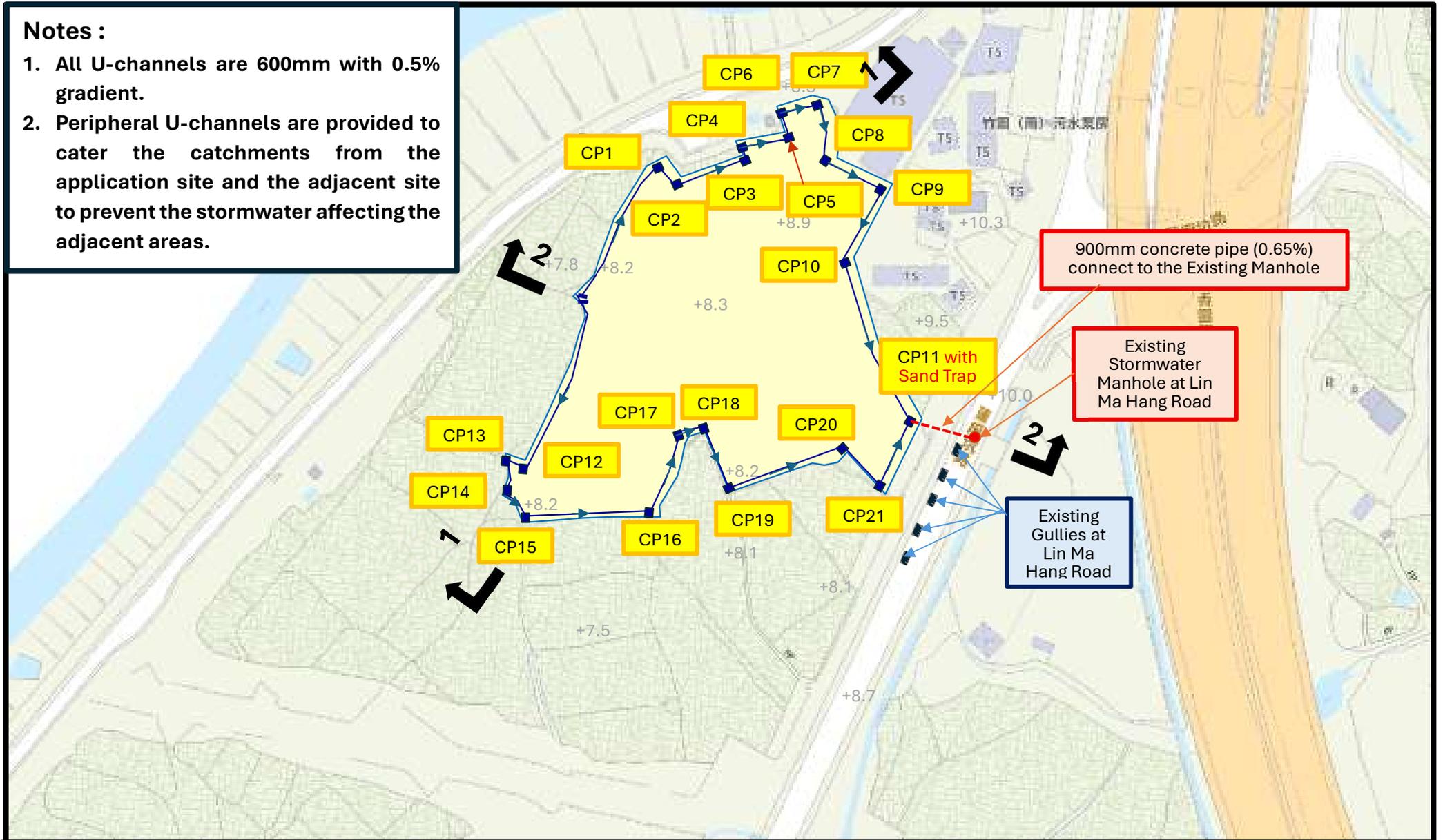
$$(2.0/51.99)^2 = 0.225 \times i$$

Thus  $i = 0.0065$  or **0.65%** ( $i$  = inclination)



**Notes :**

1. All U-channels are 600mm with 0.5% gradient.
2. Peripheral U-channels are provided to cater the catchments from the application site and the adjacent site to prevent the stormwater affecting the adjacent areas.



**Catchment Plan 1**

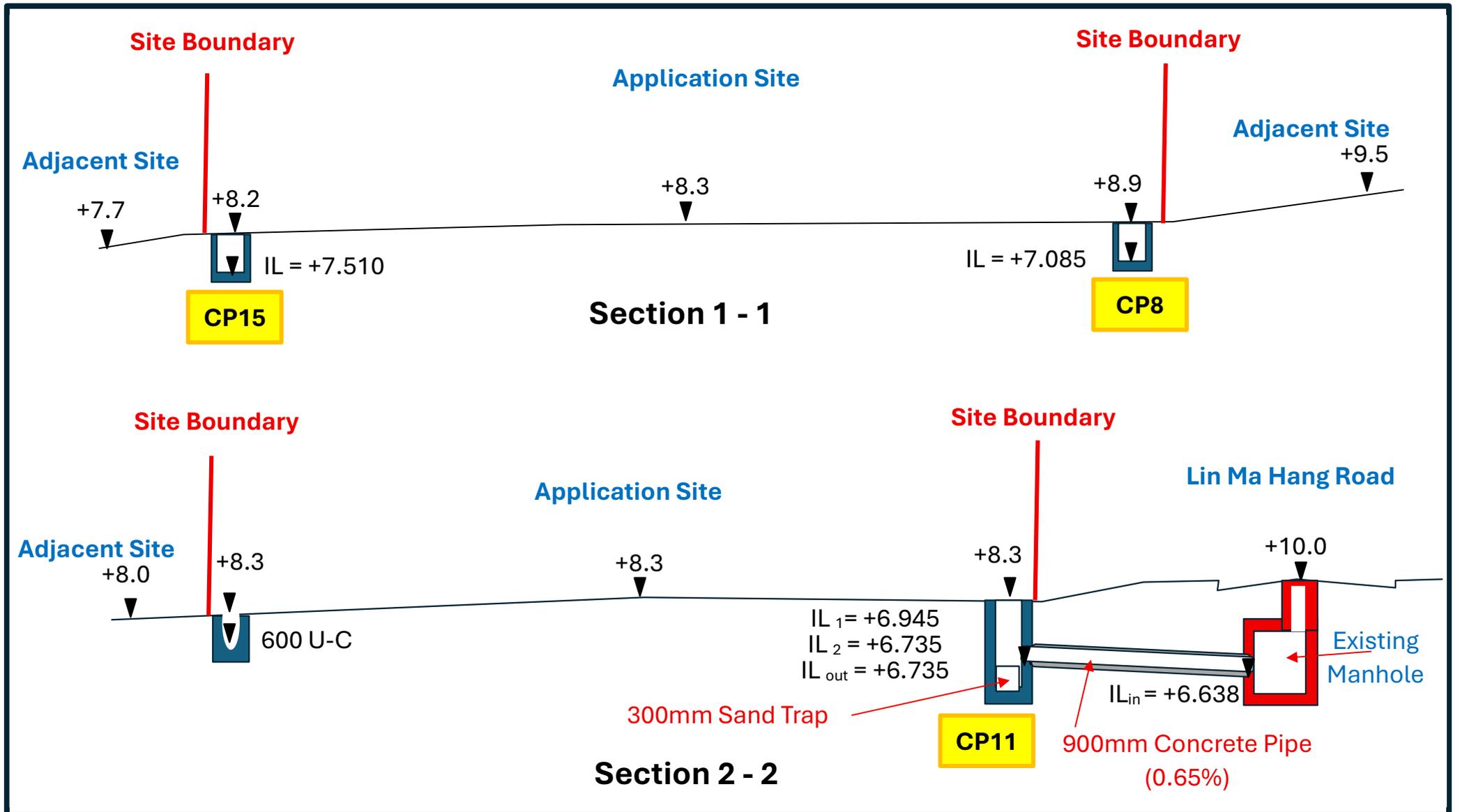
**Drawing No. LMH/D 02**

	Start of u-channel Shouthern West Disrection)	Distance /Gradient	CP 1	Distance /Gradient	CP 2	Distance /Gradient	CP 3	Distance /Gradient	CP 4	Distance /Gradient	CP 5	Distance /Gradient	CP 6	Distance /Gradient	CP7	Distance /Gradient	CP 8	Distance /Gradient	CP 9	Distance /Gradient	CP 10	Distance /Gradient	CP 11
Direction of Flow		→		→		→		→		→		→		→		→		→		→		→	Terminal Catchpit with Sand Trap
CL	8.2		8.4		8.4		8.7		8.7		8.8		8.6		8.6		8.7		8.9		8.7		8.3
Distance		35		5		15		3		10		5		5		15		15		20		35	
Gradient		1:200		1:200		1:200		1:200		1:200		1:200		1:200		1:200		1:200		1:200		1:200	
IL1	7.550		7.375		7.350		7.275		7.260		7.210		7.185		7.160		7.085		7.010		6.910		6.735
IL2																							
IL <sub>out</sub>	7.550		7.375		7.350		7.275		7.260		7.210		7.185		7.160		7.085		7.010		6.910		6.735

	Start of u-channel (Southern-East Direction)	Distance /Gradient	CP 12	Distance /Gradient	CP 13	Distance /Gradient	CP 14	Distance /Gradient	CP 15	Distance /Gradient	CP 16	Distance /Gradient	CP 17	Distance /Gradient	CP 18	Distance /Gradient	CP 19	Distance /Gradient	CP 20	Distance /Gradient	CP 21	Distance /Gradient	CP 11
Direction of Flow		←		←		←		←		←		←		←		←		←		←		←	Terminal Catchpit with Sand Trap
CL	8.2		8.2		8.2		8.2		8.2		8.2		8.2		8.2		8.2		8.3		8.3		8.3
Distance		35		3		5		5		25		18		3		15		25		12		15	
Gradient		1:200		1:200		1:200		1:200		1:200		1:200		1:200		1:200		1:200		1:200		1:200	
IL1																							
IL2	7.750		7.575		7.560		7.535		7.510		7.385		7.295		7.280		7.205		7.080		7.020		6.945
IL <sub>out</sub>	7.750		7.575		7.560		7.535		7.510		7.385		7.295		7.280		7.205		7.080		7.020		6.735

**Drainage Plan 2 – Cover and Invert Levels**

**Drawing No. LMH/D 03**



Sections

Drawing No. LMH/D 04

# Appendix 6

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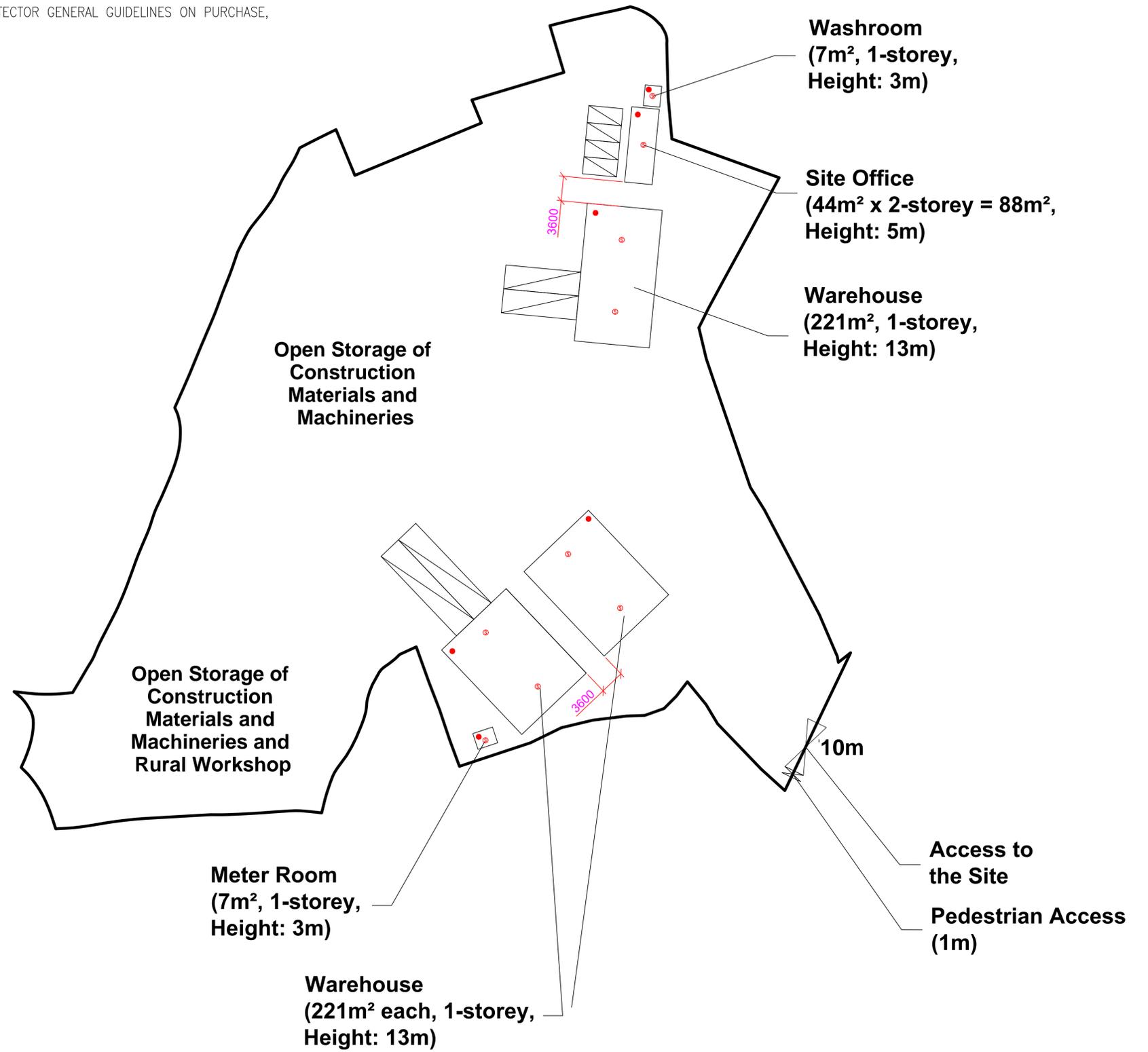
Fire Service Installations Proposal

F.S.NOTES:

- 1 THE STAND-ALONE FIRE DETECTOR SHALL BE PROVIDED IN ACCORDANCE WITH THE "STAND-ALONE FIRE DETECTOR GENERAL GUIDELINES ON PURCHASE, INSTALLATION & MAINTENANCE [SEP 2021]"
- 2 PORTABLE FIRE FIGHTING APPLIANCES SHALL BE PROVIDED AT POSITIONS AS INDICATED ON LAYOUT PLAN. IN ACCORDING TO CODES OF PRACTICE FOR MINIMUM FIRE SERVICES INSTALLATIONS AND EQUIPMENT.

LEGEND

- 5KG DRY POWDER FIRE EXTINGUISHER
- ⊙ STAND ALONE BATTERY TYPE SMOKE DETECTOR



PROJECT : DD 78 LOT 1357 S.B RP , 1360 RP & 1361 RP

DRAWING TITLE :  
**F.S. Notes, Legend,  
 Fire Service Installation  
 Layout Plan**

REV	DESCRIPTION	DATE

ARCHITECT :

CONSULTANT :

FIRE SERVICE CONTRACTOR :  
**Century Fire Service  
 Engineering Co., Ltd.**

	NAME	DATE
DRAWN BY	C.K.NG	15 Jan 2026
CHECKED BY		
APPROVED BY		

DRAWING NO :	REV.
<b>FS-01</b>	<b>0</b>
SCALE : 1:350 (A1)	
SOURCE : B.O.O. Ref. F.S.D. Ref.	