

PLANNING STATEMENT / 規劃陳述書

S.16 Application under the Town Planning Ordinance (Cap.131) / 根據《城市規劃條例》(第 131 章)第 16 條提出的申請

Proposed Temporary Warehouses with Ancillary Open Storage Area for a Period of 3 Years / 擬議為期三年的臨時倉庫及附屬露天存放區

At Various Lots in D.D. 80 and Adjoining Government Land, Lin Ma Hang Road, Ta Kwu Ling, New Territories / 位於新界打鼓嶺蓮麻坑路 D.D.80 多個地段及毗連政府土地

Applicants / 申請人: Chi Kee Sawmill & Timber Limited (志記鋸木廠有限公司), Kin Hing Timber Engineering Limited (建興木業工程有限公司) and Ms. Lam, Mui (林梅女士)

Application Type / 申請類別: Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas / 位於鄉郊地區為期不超過三年的臨時用途／發展

Proposed Permission Period / 申請有效期: 3 years / 三年

Date / 日期: December 2025 / 2025 年 12 月

1. Introduction / 引言

1.1 This Planning Statement is submitted in support of a planning application under Section 16 of the Town Planning Ordinance (Cap.131) for proposed temporary warehouses with Ancillary open storage area within the Application Site for a period of three (3) years.

1.1 本規劃陳述書旨在支持根據《城市規劃條例》(第 131 章)第 16 條提出之規劃申請，申請在申請地點內擬議為期三年之臨時倉庫及相關露天存放區。

1.2 The Application Site is an integrated site formed by consolidating (i) the area previously covered by Application No. A/NE-TKLN/89 and (ii) the area previously associated with Ms. Lam, Mui's application(s) (e.g. A/NE-TKLN/118). The integrated scheme enables a reorganised master layout and unified site management, with the objective of improving site tidiness, internal traffic circulation, safety and compliance.

1.2 本次申請地點屬整合地盤，透過合併 (i) 先前申請編號 A/NE-TKLN/89 所涵蓋範圍及 (ii) 林梅女士相關申請所涉及範圍 (A/NE-TKLN/118)，以重新規劃整體佈局及統一管理，提升整潔度、內部車流組織、安全及合規管理。

1.3 No car parking spaces will be provided within the Site. Loading/unloading activities will be accommodated within the Site with six (6) dedicated loading/unloading bays for Medium Goods Vehicles (MGV) in principle. Operational management measures will be implemented to avoid queuing and obstruction on Lin Ma Hang Road.

1.3 本項目不設車位。上落貨將於地盤內處理，原則上提供六(6)個中型貨車上落貨位，並透過營運管理措施避免車輛在蓮麻坑路排隊或造成阻塞。

2. Background and Planning History / 背景及規劃歷史

2.1 The applicants' existing operations have been / will be affected by the implementation of Government New Development Areas (NDAs), and therefore relocation sites are required to maintain business continuity.

2.1 申請人的現有業務受／將受政府新發展區 (NDA) 推展影響，需尋覓合適搬遷地點以維持業務延續。

2.2 Under Application No. A/NE-TKLN/89, planning permission was sought for proposed temporary warehouse use (timber and associated materials) within the "Recreation" ("REC") zone on the Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2. The application was to facilitate the relocation of brownfield operations affected by the Kwu Tung North New Development Area (KTN NDA).

2.2 先前申請編號 A/NE-TKLN/89 於核准打鼓嶺北分區計劃大綱圖 (OZP) S/NE-TKLN/2 的「康樂」("REC") 地帶內，申請臨時倉庫 (存放木材及相關物料) 用途，以配合受古洞北新發展區 (KTN NDA) 影響之棕地作業搬遷。

2.3 Separately, Ms. Lam, Mui has also been affected by the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA) and has been pursuing planning applications for temporary warehouses for storage of spare parts and recyclable materials (metal) in the vicinity (A/NE-TKLN/118).

2.3 另外，林梅女士亦屬洪水橋／厦村新發展區（HSK/HT NDA）受影響戶，並就附近地段擬議臨時倉庫（存放零件及可回收金屬物料）用途提出規劃申請（A/NE-TKLN/118）。

2.4 Following the initial relocation arrangements, the applicants consider that the previously fragmented sites and layouts are not optimal in terms of internal circulation, logistics efficiency, landscape buffering and drainage resilience. The current integrated re-application is therefore prepared to reorganise the site comprehensively, with a consolidated and tidy master layout, improved access management and coordinated mitigation measures.

2.4 經初步搬遷及實際運作後，申請人認為原先分散地段及佈局在內部車流、物流效率、景觀緩衝及排水抗逆力方面不理想，故提出本次整合重新申請，以統一、整潔及更合理的設計全面優化地盤佈局及管理。

3. Application Site and Surroundings / 申請地點及周邊環境

3.1 Location: The Site is located along Lin Ma Hang Road, Ta Kwu Ling, North District, New Territories. It comprises various lots in D.D. 80 together with adjoining Government Land (GL) (subject to Lands Department's administration and arrangements).

3.1 地點：申請地點位於新界北區打鼓嶺蓮麻坑路一帶，涉及 D.D.80 多個地段及毗連政府土地（政府土地部分須按地政總署安排處理）。

3.2 The Site comprises (inter alia) the following lots (to be confirmed by the latest land search and the submitted Site Plan): Lots 493 RP(part), 494, 499, 500RP, 501 S.A RP, 501 S.A ss.1, 501 S.E, 501 S.B, 501 S.C, 501 S.D, 502, 503, 504, 505, 506 RP, 507 RP, 510 RP, 511 RP, 514, 515, 516 S.A, 516 S.B, 516 S.C, 516 S.D, 516 S.E, 517 S.A, 517 RP, 518, 519, 520 RP, 523, 524 RP, 525(part), 526, 527 RP, 528 RP, 529 S.B RP, 530, 531, 532, 533, 534, 535, 536, 537, 538 S.A, 538 RP, 539 RP, 541 RP, 543, 544 RP, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558 RP, 559 RP, 560, 561, 562 S.A RP, 562 S.B RP, and adjoining Government Land.

3.2 地段：申請地點包括（但不限於）以下地段（最終以最新土地查冊及提交之地盤界線圖準）：493 RP(部分)、494、499、500RP、501 S.A RP、501 S.A ss.1、501 S.E、501 S.B、501 S.C、501 S.D、502、503、504、505、506 RP、507 RP、510 RP、511 RP、514、515、516 S.A、516 S.B、516 S.C、516 S.D、516 S.E、517 S.A、517 RP、518、519、520 RP、523、524 RP、525(部分)、526、527 RP、528 RP、529 S.B RP、530、531、532、533、534、535、536、537、538 S.A、538 RP、539 RP、541 RP、543、544 RP、549

、550、551、552、553、554、555、556、557、558 RP、559 RP、560、561、562 S.A RP、562 S.B RP 及毗連政府土地。

3.3 Site area: According to the latest master layout, the total Site area is about 40,100m² (including a portion of adjoining Government Land). The total proposed gross floor area (GFA) of covered structures is about 11,500m² (indicative and subject to final confirmation on layout plan).

3.3 地盤面積：按最新總體佈局，地盤總面積約 40,870 平方米（包括部分毗連政府土地）。擬議有蓋構築物總樓面面積（GFA）約 11,500 平方米（僅供參考，最終以布局圖為準）。

3.4 Surroundings: The surrounding area is generally of rural character, comprising local tracks, tree clusters, scattered temporary structures and vacant/formed land. The Site is accessible from Lin Ma Hang Road via existing/proposed vehicular access points, to be finalised in the submitted layout plans and swept path analysis.

3.4 周邊環境：周邊以鄉景觀為，包括村路/支路、樹叢、零散臨時構築物及已平整/空置土地。地盤將透過現有/擬議車輛出入口連接蓮麻坑路，並會於提交之布局圖及掃掠路徑分析中確認。

4. Planning Context / 規劃背景

4.1 The Site falls within the “Recreation” (“REC”) zone on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2. The planning intention of the “REC” zone is primarily to provide for low-density recreational developments for the use of the general public, and to encourage 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.

4.1 申請地點位於核准打鼓嶺北分區計劃大綱圖（OZP）S/NE-TKLN/2 的「康樂」（“REC”）地帶內。該地帶主要規劃意向為提供低密度康樂發展供公眾使用，並鼓勵主動及/或被動式康樂及旅遊/生態旅遊發展；支援低密度康樂發展的用途，可在獲得規劃許可後予以考慮。

4.2 According to the covering Notes of the OZP, temporary use or development of any land or building not exceeding a period of three years within the “REC” zone requires planning permission from the Town Planning Board (TPB). The current application is therefore submitted for the TPB’s consideration.

4.2 根據大綱圖的總註釋，在「康樂」地帶內進行為期不超過三年的臨時用途或發展，須向城市規劃委員會（TPB）申請規劃許可，故本申請遞交予城規會審議。

5. Development Proposal / 擬議發展

5.1 Proposed use: Temporary warehouses with Ancillary open storage area for storage of timber, spare parts, recyclable materials (metal) and other associated goods/items. The proposal is for storage and logistics only. No polluting workshop activities (e.g. dismantling, repairing, cleansing, paint spraying) will be carried out unless separately approved by the TPB.

5.1 擬議用途：臨時倉庫及附屬露天存放區，用作存放木材、零件、可回收金屬物料及相關貨品／物料。用途屬「存放及物流」性質，不涉及拆解、維修、清洗、噴漆等可能造成污染之工序（除非另行獲城規會批准）。

5.2 Indicative schedule of covered structures (GFA) / 擬議有蓋構築物（總樓面面積）一覽（僅供參考）：

Area / 分區	Type / 類型	Unit Area (m ²) / 單位面積	Qty / 數量	Subtotal (m ²) / 小計	Status / 現況	Remarks / 備註
Right portion (former 89) / 右半 (原 89 範圍)	Warehouse / 倉庫	250	8	2,000	Existing / 已建	Timber storage; 4 units located within former NBZ / 存放木材；其中 4 個位於原 NBZ 範圍內
Right portion / 右半	Warehouse / 倉庫	250	1	250	Existing / 已建	Woodworking machinery (e.g. sawmill) / 存放木工機器
Right portion / 右半	Warehouse / 倉庫	750	1	750	Existing / 已建	Timber storage / 存放木材
Right	Warehouse	625	2	1,250	Proposed /	Timber

portion / 右半	/ 倉庫				擬建	storage / 存放木材
Right portion / 右半	Warehouse / 倉庫	800	1	800	Proposed / 擬建	Timber/ semi processed product storage / 存放木材 或半加工木產品
Left portion (former Ms Lam) / 左 半 (原林 梅範圍)	Main warehouse / 主倉庫	2,250	1	2,250	Existing / 已建	Storage of spare parts of fan and air-conditioning With related equipment / 存放風扇和空 調的備用零件以及 相關設備
Left portion / 左半	Warehouse / 倉庫	700	4	2,800	Proposed / 擬建	Storage of recyclable materials of metal (cans and scrap metal)/ 存放可回收金屬材料 (罐頭和廢金屬)
Left portion / 左半	Warehouse / 倉庫	800	1	800	Proposed / 擬建	Storage of small spare parts of fan and air-conditioning With related equipment / 存放小型風扇和 空調的備用零件 以及相關設備
Left portion / 左半	Warehouse / 倉庫	600	1	600	Proposed / 擬建	Storage of small metal spare parts equipment / 存放小型金屬備用零件

Total GFA (indicative): about 11,500m² / 總樓面面積 (約) : 11,500 平方米。

5.3 Associated open storage area: An open storage area of about 5,000m² is proposed for storage of ancillary items (e.g. Large log, Metal frames and steel pipe which used to support large parts). The open storage area will be managed and screened appropriately to minimise visual and environmental impacts.

5.3 露天存放區：擬設約 5,000 平方米露天存放區，用作存放配套物料（例如大型原木，用於支撐大型零件的金屬架、鋼框管等等）。露天存放區將按需要設置圍欄/遮擋及妥善管理，以減低視覺及環境影響。

5.4 No filling of land/pond and no excavation works are proposed or relied upon as part of the current application.

5.4 本次申請不涉及及不依賴任何填土／填塘或挖掘工程。

5.5 Parking and loading/unloading: No parking spaces will be provided within the Site. Loading/unloading will be arranged within the Site with six (6) dedicated MGV loading/unloading bays in principle, subject to final confirmation of locations and swept path analysis.

5.5 泊車及上落貨：地盤內不提供泊車位。上落貨安排於地盤內進行，原則上提供六(6)個中型貨車上落貨位，最終位置及車輛掃掠路徑將於圖則中確認。

5.6 Vehicular access and management: In principle, three (3) vehicular ingress/egress points are to be provided/used to serve the left, middle and far portions of the Site respectively, so as to avoid truck queuing on Lin Ma Hang Road. The final number/locations of accesses will be confirmed in the layout plan and subject to relevant departments' agreement.

5.6 車輛出入口及管理：原則上將提供／使用三(3)個車輛出入口，分別服務地盤左、中及較遠部分倉庫的上落貨安排，以避免貨車於蓮麻坑路排隊。出入口最終數目及位置將於布局圖中確認，並須按相關部門意見。

5.7 Operating hours: The proposed operation hours are 9:00 a.m. to 5:00 p.m. from Mondays to Fridays. No operation will be held on Saturdays, Sundays and public holidays.

5.7 營運時間：擬議營運時間為星期一至星期五上午九時至下午五時；星期六、星期日及公眾假期不營運。

6. Cancellation of No-Build Zone (NBZ): Reasons and Mitigation / 取消不建築區 (NBZ) : 原因及補救措施

6.1 Under A/NE-TKLN/89, a no-build zone (NBZ) was previously designated at the southern part of the site in view of the steep natural terrain overlooking the Site and the advice from the Geotechnical Engineering Office (GEO), Civil Engineering and Development Department (CEDD). The NBZ was intended for tree planting and access road only.

6.1 在 A/NE-TKLN/89 中，鑑於申請地點受陡峭天然山坡俯瞰，以及土力工程處（GEO，土木工程拓展署）的意見，先前於地盤南面劃設不建築區（NBZ），該範圍原則上只作植樹及通道用途。

6.2 Proposed change: Under the current integrated scheme, the previous NBZ arrangement is proposed to be cancelled and replaced by a more refined, risk-managed approach. This is to reflect the substantially revised master layout and consolidated site management, and to address practical constraints identified during the post-relocation operation.

6.2 擬議改動：在本次整合方案中，擬取消原先 NBZ 的劃界方式，並以更精細的「風險管理」方案取代，以配合大幅修訂的總體佈局及統一管理，並回應搬遷後實際運作所發現的限制。

6.3 Key reasons: (i) the integrated scheme optimises the overall layout (building locations, internal roads, landscaping, drainage and fire safety); (ii) some originally proposed warehouses in the central low-lying area under the previous layout would be more susceptible to ponding under extreme rainstorms. The revised layout reallocates certain storage uses to relatively higher-ground areas and converts part of the central area into open storage and landscaped buffer, which is considered more resilient to surface runoff management.

6.3 主要原因：(i) 本次整合旨在全面優化佈局（建築物位置、內部行車路、綠化、排水及消防）；(ii) 原方案中部低窪位置原擬設置部分倉庫，於極端暴雨下較易出現積水及堆積水流，造成營運風險。新方案將部分存放用途調整至相對較高地勢位置，並把中部部分改作露天存放及綠化緩衝區，以提升應對地表逕流的韌性。

6.4 Mitigation measures: The Applicant will undertake geotechnical assessments (including natural terrain hazard/slope stability considerations where required) by suitably qualified professionals and will implement all necessary mitigation measures to the satisfaction of the relevant authority(ies). Subject to the assessment findings, mitigation measures may include (but not limited to) maintaining appropriate setback from steep terrain, installing protective barriers/catch fences, providing surface channels and subsoil drainage, and establishing inspection and maintenance arrangements.

6.4 補救措施：申請人將委託具備資格的專業人士進行土力評估（包括天然山坡危險評估／斜坡穩定性等，如有需要），並按相關部門要求落實一切所需緩解措施。按評估結果，緩解措施可包括（但不限於）保持適當退距、設置防護屏障/捕石網、提供地表及地下排水設施，以及建立巡查及維修制度等。

6.5 The Applicant commits that the detailed design and implementation will not increase the natural terrain/slope hazard risk to the public and will comply with all relevant requirements during the approval period.

6.5 申請人承諾詳細設計及落實後不會增加公眾之天然山坡/斜坡風險，並於批核期內遵守相關要求。

7. Planning Justifications / 規劃理據

7.1 While temporary warehouses and open storage uses are not in line with the primary planning intention of the “REC” zone, the proposal is put forward on a temporary basis to address genuine operational needs arising from NDA-related relocation. The integrated approach reduces fragmentation and enables better site management and mitigation compared with the previous separate arrangements.

7.1 雖然臨時倉庫及露天存放用途並非「康樂」地帶的主要規劃意向，但本申請屬臨時性質，旨在處理因新發展區清拆/搬遷所引致之實際營運需要；而整合方案可減少地段分散，有助統一管理及更有效的緩解措施，整體影響較分散方案為低。

7.2 Policy support and relocation need: The earlier A/NE-TKLN/89 application was supported from a policy perspective to facilitate relocation of brownfield operations affected by KTN NDA, subject to technical comments and conditions. The current integrated scheme continues the same relocation rationale and extends it to cover Ms. Lam's NDA-affected operation(s) within a consolidated site.

7.2 政策支持及搬遷需要：先前 A/NE-TKLN/89 曾以配合 KTN NDA 受影響棕地作業搬遷為由，獲政策層面同情考慮（並須符合技術意見及附帶條件）。本次整合方案延續該搬遷理據，同時把林梅女士受 NDA 影響之業務納入統一地盤處理。

7.3 Land use compatibility: The surrounding area is of rural character with scattered temporary structures and vacant/formed land. The proposed storage/logistics use is not entirely incompatible with the existing context, provided that appropriate traffic, drainage, environmental and landscape mitigation measures are implemented.

7.3 土地用途相容性：周邊以鄉郊景觀為主，分佈零散臨時構築物及已平整/空置地。只要落實相應交通、排水、環境及景觀緩解措施，擬議存放/物流用途與周邊現況並非完全不相容。

7.4 Traffic: The proposal provides no parking spaces and will accommodate loading/unloading within the Site with dedicated MGV bays. With controlled operating hours, multiple access points (subject to confirmation) and on-site management, adverse traffic impact is not anticipated.

7.4 交通：本項目不設車位，上落貨於地盤內處理並設中型貨車上落貨位；配合受控營運時間、多個出入口（最終以圖則確認）及現場管理措施，預期不會造成嚴重交通影響。

7.5 Environment: The proposal is storage-based and will comply with the "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" and relevant ordinances. No noisy/polluting workshop processes will be undertaken. Good housekeeping and dust/noise suppression measures will be adopted.

7.5 環境：擬議用途以存放為主，將遵守《臨時用途及露天存放場地環境事項實務守則》及相關法例，不進行噪音/污染工序，並採取良好場地管理及抑塵降噪措施。

7.6 Drainage and utilities: A Drainage Impact Assessment and/or drainage proposal will be submitted and implemented to the satisfaction of DSD/TPB as required. Drainage facilities will be maintained throughout the approval period.

7.6 排水及公用設施：將按渠務署/城規會要求提交及落實排水影響評估及/或排水建議書，並於批核期內持續維護排水設施。

7.7 Landscape and visual: Landscape buffers and screening (e.g. perimeter planting and fencing/hoarding) will be provided/maintained to reduce visual impact. Tree protection and compensatory planting will be implemented as appropriate in the final landscape plan.

7.7 景觀及視覺：將提供/維持綠化緩衝及遮擋措施（如周邊植栽及圍欄/遮板）以減低視覺影響；並按最終綠化設計落實樹木保護及補償植樹。

7.8 Temporary nature and planning intention: The proposal is strictly temporary (3 years) and will not permanently frustrate the long-term planning intention of the “REC” zone. Upon expiry of the permission, the Applicant will either apply for renewal (if necessary) or reinstate the Site as required by the relevant authorities/lease conditions.

7.8 臨時性質及規劃意向：本申請屬嚴格臨時性質（3年），不會永久妨礙「康樂」地帶的長遠規劃意向。許可期滿後，申請人將按需要申請續期或按相關部門/地契條款要求還原地盤。

8. Technical Considerations and Mitigation Measures / 技術考慮及緩解措施

8.1 Traffic and transport: The Applicant will implement the following measures to minimise traffic impact and ensure safety: (i) provide internal roads and turning space to avoid reversing onto Lin Ma Hang Road; (ii) provide six (6) dedicated MGV loading/unloading bays and schedule deliveries to avoid peak hours; (iii) install warning signs, speed limit signs (e.g. 5 km/h within Site), convex mirrors and flashing lights where appropriate; (iv) arrange gate control / on-site marshal during peak loading/unloading periods; (v) submit swept path analysis for the design vehicle(s) and revise the layout if required by the Transport Department.

8.1 交通：申請人將採取以下措施減低交通影響並確保安全：（i）提供內部道路及轉彎空間，避免車輛倒車駛出蓮麻坑路；（ii）提供六(6)個中型貨車上落貨位並安排送貨時間，避免繁忙時段；（iii）按需要設置警告牌、限速牌（例如場內5公里/小時）、轉彎鏡及閃燈；（iv）於上落貨繁忙時段安排閘口控制/場內指揮；（v）提交設計車輛的掃掠路徑分析，並按運輸署要求修訂佈局。

8.2 Drainage: A Drainage Impact Assessment (DIA) and/or drainage proposal will be prepared, submitted, implemented and maintained to the satisfaction of DSD/TPB as required.

8.2 排水：將按渠務署/城規會要求擬備、提交、落實及維護排水影響評估（DIA）及/或排水建議書。

8.3 Fire safety: A Fire Service Installations (FSI) proposal will be submitted and implemented to the satisfaction of the Fire Services Department (FSD). Emergency access and internal circulation will be maintained unobstructed.

8.3 消防：將提交及落實消防裝置建議書（FSI），以符合消防處要求；並保持緊急車輛通道及內部通行暢順。

8.4 Environment: The Applicant will comply with all relevant environmental protection/pollution control ordinances and the Code of Practice for temporary uses/open storage sites. Dust suppression, noise control and proper waste management will be adopted at all times.

8.4 環境：申請人將遵守所有相關環保/污染管制法例及臨時用途/露天存放場地實務守則，並全程採取抑塵、降噪及妥善廢物管理措施。

8.5 Landscape and visual: Perimeter buffer planting and appropriate fencing/hoarding will be provided. Existing trees will be retained as far as practicable, with compensatory planting where required.

8.5 景觀及視覺：將提供周邊綠化緩衝及適當圍欄/遮板；現有樹木在可行情況下盡量保留，並按需要作補償植樹。

8.6 Land administration and Government Land (GL): The Site includes adjoining Government Land. The Applicant acknowledges that separate land administration approvals (e.g. Short Term Tenancy (STT) and/or waiver) are required and will liaise with LandsD accordingly. No unauthorised occupation of GL will be carried out.

8.6 地政及政府土地：申請地點包括毗連政府土地。申請人明白需另行向地政總署申請短期租約（STT）及/或豁免書等地政安排，並會按規定跟進；不會進行未經批准的政府土地佔用。

8.7 Geotechnical: The Applicant will undertake geotechnical assessments and implement all necessary slope/natural terrain hazard mitigation measures as required by GEO/CEDD and other relevant authorities, particularly in view of the cancellation of the previous NBZ arrangement.

8.7 土力：鑑於取消原 NBZ 安排，申請人將按 GEO/土木工程拓展署及相關部門要求進行土力評估並落實一切所需斜坡/天然山坡風險緩解措施。

9. Implementation and Compliance / 落實及合規

9.1 The Applicant will strictly follow the approved layout and all approval conditions/advisory clauses imposed by the TPB. A site management system will be adopted to ensure: (i) orderly loading/unloading; (ii) no on-street queuing; (iii) good housekeeping; (iv) regular maintenance of drainage, fire service installations and environmental/landscape measures; and (v) prompt rectification upon receiving any departmental advice.

9.1 申請人將嚴格遵守獲批的布局及城規會所附帶的所有條件/建議條款，並建立場地管理制度，確保：（i）上落貨有序；（ii）不在路旁排隊；（iii）場地整潔；（iv）定期維護排水、消防及環境/景觀措施；（v）如收到部門意見會及時跟進改善。

10. Conclusion / 結語

10.1 The current integrated scheme is prepared to consolidate the previously fragmented relocation sites into one coordinated proposal, with improved layout, tidiness and mitigation measures. The proposal is temporary in nature and is not expected to give rise to unacceptable traffic, drainage, environmental, landscape or safety impacts, subject to the implementation of the measures and conditions required by relevant departments.

10.1 本次整合方案把先前分散的搬遷地段合併為一個統一提案，並以更完善的佈局、整潔管理及緩解措施降低影響。申請屬臨時性質，在落實相關部門要求的措施及條件下，預期不會造成不可接受的交通、排水、環境、景觀或安全影響。

10.2 In view of the above, the Applicant respectfully requests the Town Planning Board to grant planning permission for the subject application.

10.2 基於上述理由，謹請城市規劃委員會批准本申請。

Appendices / 附件

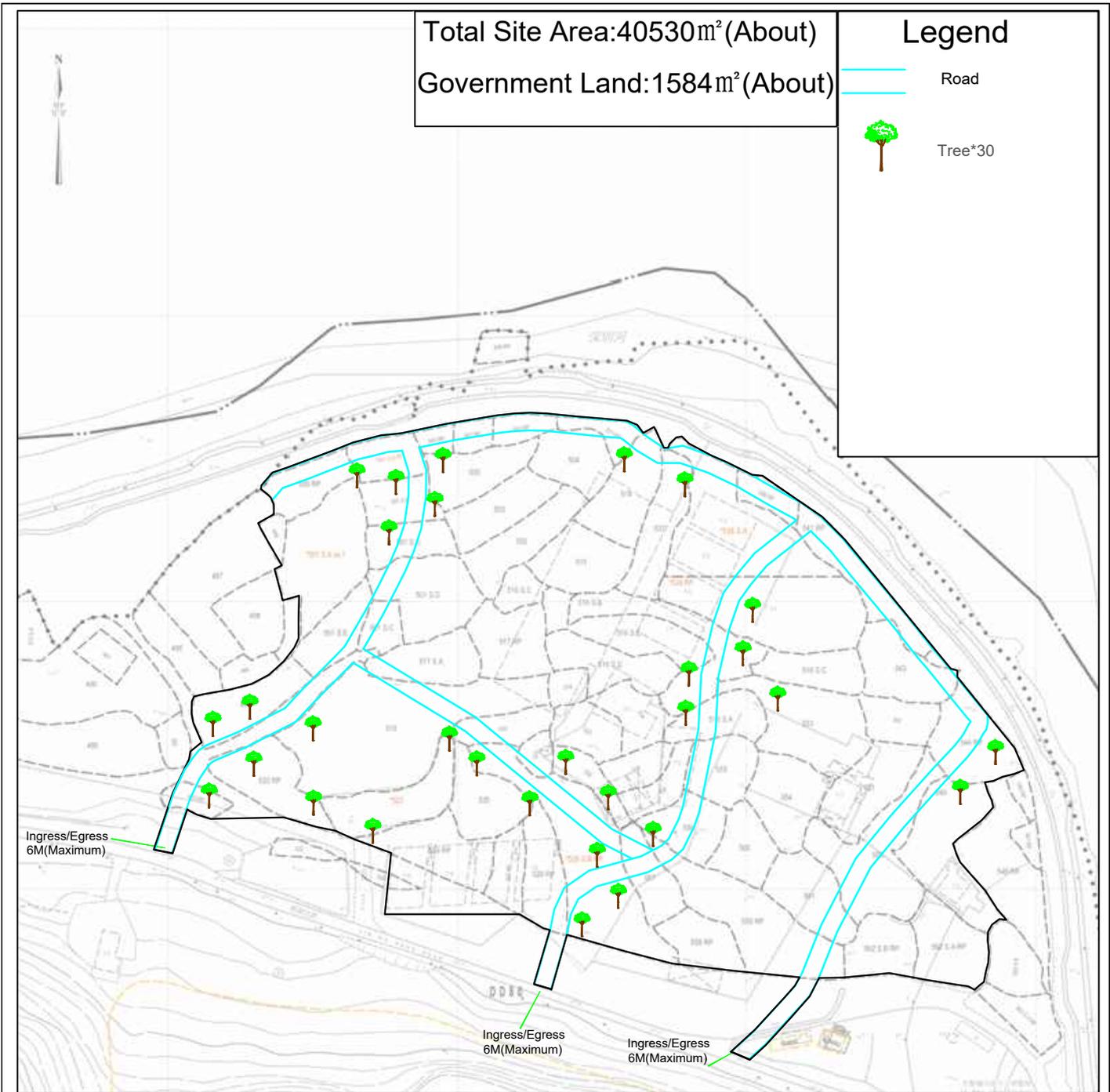
Appendix A – Location Plan / 位置圖

Appendix B – Master Layout Plan / 總體佈局圖

Appendix C – Swept Path Analysis / 車輛掃掠路徑分析

Appendix D – Landscape Plan / 綠化及園境設計圖

Appendix F – Any supporting documents relating to relocation need / 搬遷需要之支持文件（如適用）



January
2026

Landscape Plan

YING SHING
(HOPEWELL)
ENGINEERING
CO.LTD.

Lots 493 RP(part), 494, 499, 500RP, 501 S.A RP, 501 S.A ss.1, 501 S.E, 501 S.B, 501 S.C, 501 S.D, 502, 503, 504, 505, 506 RP, 507 RP, 510 RP, 511 RP, 514, 515, 516 S.A, 516 S.B, 516 S.C, 516 S.D, 516 S.E, 517 S.A, 517 RP, 518, 519, 520 RP, 523, 524 RP, 525(part), 526, 527 RP, 528 RP, 529 S.B RP, 530, 531, 532, 533, 534, 535, 536, 537, 538 S.A, 538 RP, 539 RP, 541 RP, 543, 544 RP, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558 RP, 559 RP, 560, 561, 562 S.A RP, 562 S.B RP, in D.D 80 and adjoining Government Land.

1:1000

Annex 3

Response to comment of Pre-submission

Comments of the Sha Tin, Tai Po & North District Planning

Office, Planning Department

Comment 1

Please clarify whether the applied use should be “Temporary Warehouse and Open Storage for a period of 3 years” instead of “Temporary Warehouse and Associated Open Storage Area for a period of 3 years”;

Response

1.The applied use is confirmed as ‘Temporary Warehouse and Associated Open Storage Area for a period of 3 years’, where the open storage area is ancillary/associated to the warehouse operations. The application form and planning statement have been aligned accordingly.

Comment 2

According to your proposal, the pre-submission is to facilitate relocation of three business operations affected by government projects (i.e. Chi Kee Sawmill & Timber Limited, Kin Hing Timber Engineering Limited and Ms. LAM Mui). Please provide information on their original premises, including locations, site areas, floor areas, uses, operations, etc., whether the original premises have already been vacated (and when), and if the business operations have already been relocated to other premises. Also, it is noted in the pre submission that the site area is about 4ha. Please provide justification if there is increase in site area as compared to the site area of the original premises. Besides, the site area mentioned in the application form does not tally with that in para. 3.3 of the planning statement;

Response

1. The three business operations have already relocated by previous approved application (A_NE- TKLN/89) and waiting approved (A_NE-TKLN_118). The information in **Appendix 1** confirms the locations, site areas, floor areas, uses/operations of the original premises of the affected operators, together with the vacated status and vacated dates, and whether the operations have been relocated to interim premises.

Following the initial relocation arrangements, the applicants consider that the previously fragmented sites and layouts are not optimal in terms of internal circulation, logistics efficiency, landscape buffering and drainage resilience. The current integrated re-application is therefore prepared to reorganize the site comprehensively, with a consolidated and tidy master layout, improved access management, and coordinated mitigation measures.

2. The original premises area in the application (TKLN/89 and TKLN/118 S16) was 18450 m² and 8550 m². This application is proposed in the 40870m² site area which is increased to about 14000 m². The justification is provided below.

In the original TKLN/89 and TKLN/118 plans, the main goal was to relocate the affected businesses as quickly as possible. Due to urgency, other aspects of the planning were not very detailed or suitable.

However, the business operators pointed out many problems with the current scattered layout: insufficient storage space after business increased, poor internal traffic flow, difficulties in handling and moving large timber/wood products and engineering materials, and frequent flooding issues during heavy rain, which is common in the northern New Territories. To fix these issues, improve efficiency, and better meet planning requirements, this re-application consolidates and expands the site to about 40,870 m² (approximately 4 hectares). To make the site allow for:

- A single, well-integrated layout with better-placed buildings, wider internal roads, enough space for heavy goods vehicles to manoeuvre, and separate zones for storage and loading/unloading to improve safety and efficiency.
- Thicker landscape buffers and tree planting along the boundaries to blend better

with the rural setting and provide ecological benefits.

- Improved site levels and drainage systems to reduce flooding risk and minimise runoff impact on nearby areas.
- In order to provide enough space to cope with the growing business volume of these three operators

Better overall coordination of mitigation measures such as noise/dust control, traffic management, and environmental protection to meet the latest government standards and community expectations.

Comment 3

Please advise whether effort has been made to search for alternative site(s) to relocate the affected business operations and provide relevant information, including why the alternative site(s) are not suitable for relocation;

Response

When the three businesses needed to relocate due to government projects (such as the Northern Metropolis development, Kwu Tung North/Fanling North New Development Areas, etc.), they actively searched for alternative sites (Some alternative sites show in **Figure 3**). This included negotiating leases or purchases of agricultural land/brownfield sites in northern New Territories rural areas (e.g., Ta Kwu Ling, Ping Che, Sheung Shui, Kwu Tung, Yuen Long districts) through landowners

Insufficient space:

handle large quantities of timber, wood products, and materials, requiring a large, contiguous site for secure stacking and efficient internal logistics. Most available sites on the market are either fragmented or have rugged terrain, making it difficult to meet the needs of these two companies operating simultaneously

Poor operational suitability:

Many sites lack adequate internal access to roads, level ground, or proper drainage facilities, making them unsuitable for heavy material handling, processing, and orderly storage. Past operational experience shows that a fragmented layout already causes circulation and efficiency problems; a fragmented alternative would worsen daily operations and business stability.

Inadequate Transportation Accessibility:

Ideally, the site should be close to major roads or ports to facilitate heavy truck traffic and material transport. However, potential sites are often located in remote areas with narrow or unpaved roads, increasing safety risks, logistics costs and time, and negatively impacting customer service efficiency and overall operating costs. In contrast, the current application location is more suitable.

Therefore, this application integrates and moderately expands the existing approved sites (TKLN/89 and TKLN/118) to address previous shortcomings and provide a better overall solution

Comment 4

According to our information, it is noted that application No. A/HSK/313 (i.e. the original premises of Ms. LAM Mui) involves (i) storage of spare parts of fan and air-conditioning and (ii) storage of recyclable materials of metal (cans and scrap metal), while application No. A/NE-TKLN/89 (the relocated site of Chi Kee Sawmill & Timber Limited and Kin Hing Timber Engineering Limited) involves storage of timber and associated materials. However, it is mentioned in the pre-submission that the proposal involves some warehouses for storage of bulky items, large parts and equipment, and storage use without details, and an open storage yard for ancillary items (e.g. metal frames, steel pipes and other associated components). The nature of storage seems to be different from the original business operations. Please clarify. Also, please specify which warehouse structures and the open storage yard will be allocated to which affected business operations, and clarify if the warehouses and open storage yard will involve storage of dangerous goods;

Response

1. Please refer to **Table 1** and **Figure 1** for detailed information. All the warehouses and associated open storage will not involve storage of dangerous goods.

indicative schedule of covered structures (GFA) / 擬議有蓋構築物（總樓面面積）一覽

Type (Area) / 類型 (面積)	Qty / 數量	Subtotal (m ²) / 小計	Status / 現況	Remarks / 備註
Warehouse / 倉庫 (250 m ²)	8	2000	Existing / 已建	Timber storage; 4 units located within former NBZ / 存放木材及半加工木產品；其中4個位於原NBZ範圍內
Warehouse / 倉庫 (250 m ²)	1	250	Existing / 已建	Woodworking machinery (e.g. sawmill) / 存放木工機器

Warehouse / 倉庫 (750 m2)	1	750	Existin g / 已建	Timber storage / 存放木材
Warehouse / 倉庫 (625 m2)	2	1250	Existin g / 已建	Timber storage / 存放木材
Warehouse / 倉庫 (800 m2)	1	800	Propos ed / 擬建	Timber storage & Semi processed Wood Products / 存放木材和半加工木產品
Main warehouse / 主倉庫 (2250m2)	1	2250	Existin g / 已建	Storage of spare parts of fan and air-conditioning With related equipment / 存放風扇和空調的備用零件 以及相關設備
Warehouse / 倉庫 (700 m2)	4	2800	Propos ed / 擬建	Storage of recyclable materials of metal (cans and scrap metal)/存放可回收金屬材料（罐頭和廢金屬）
Warehouse / 倉庫 (800 m2)	1	800	Propos ed / 擬建	Storage of small spare parts of fan and air- conditioning With related equipment / 存放小型風扇和空調的備用零件 以及相關設備
Warehouse / 倉庫 (600 m2)	1	600	Propos ed / 擬建	Storage of small metal spare parts equipment / 存放小型金屬備用零件
Total GFA (indicative): about 11,500m ² / 總樓面面積（約）：11 ,500 平方米。		11500 m2 (about)		

Associated open storage area: An open storage area of about 5,000m² is proposed for

storage of daily operation component items (e.g. Large log, Metal frames and steel pipe which used to support large parts. The open storage area will be managed and screened appropriately to minimise visual and environmental impacts.

露天存放區：擬設約5,000

平方米露天存放區，用作存放業務配套物料（例如大型原木，用於支撐大型零件的金屬架、鋼框管等）。露天存放區將按需要設置圍欄/遮擋及妥善管理，以減低視覺及環境影響。

Comment 5

According to the pre-submission, the lot numbers (e.g. Lots 501 S.C (part), 524 and 549 TS) do not tally with the application site shown on the submitted layout plan. Please clarify;

Response

Noted. Revised in Planning Statement and layout plan

Comment 6

It is noted that the three proposed ingresses/egresses and part of the proposed open storage yard fall outside the application site (marked in red on Appendix I). Please clarify. It

Response

2. Revised in related drawing plan. The two proposed ingresses/egresses are planned to improve access management for logistics efficiency.

The locations and alignments of the proposed ingresses/egresses have been reviewed and refined having regard to the updated integrated master layout, the operational needs of MGV vehicles, and safer access management along Lin Ma Hang Road. Compared with the arrangement shown under A/N-TKLN/89, two access points are re-aligned mainly to:

(i) separate traffic movements and reduce conflict at peak loading and unloading periods;

(ii) provide smoother turning movements and safer entry or exit operations by aligning the access with the internal circulation route; and

(iii) allow adequate internal stacking/queuing space so that vehicles can wait or turn within the site instead of on the public road.

Comment 7

Please advise if the application site will be fenced-off.

Response

The application site will be fenced off for security concern. Except for the three access connected to Lin Ma Hang Road.

Comment 8

It is noted that a large portion of the application site (estimated to be about 23,923m² or 59% of the site area) is vacant except for four loading/unloading (L/UL) spaces and some trees. Please advise the purpose/use of the vacant space, and provide justification.

Response

Regarding that about 59% of the site area is vacant. The explanation below.

The vacant land area is not proposed for any unrelated or speculative development/use. Instead, its inclusion within the application site boundary is essential for satisfying the DSD requirement. Following the justified reasons below:

Accommodation of the Full Drainage Network Layout

The proposed underground pipes, catch pits, and open channels are distributed throughout the site to ensure efficient collection and conveyance of stormwater runoff in accordance with DSD standards. The vacant land encompasses critical portions of this network, including flow paths, desilting points, and outfall connections. Excluding it would fragment the system, compromise overall drainage performance, and likely fail to satisfy DSD's drainage submission requirements (including those outlined in DSD's Technical Note No. 1 for drainage proposals and Advice Note No. 1 for more comprehensive drainage impact assessments where applicable).

Facilitation of Construction Works

The drainage system design requires extensive **excavation, trenching, and installation** of underground pipes, catch pits, manholes and ground channels, which across most of the site. The vacant areas can satisfy the working space needs. Also, to avoid conflict with existing or proposed built elements. Restricting the site boundary to exclude these areas would render the drainage work impractical or impossible.

Ongoing Routine Maintenance and Access

Post-construction, the drainage system demands regular maintenance to prevent blockages, silting, or flooding risks, as mandated by DSD guidelines. This includes:

- Periodic desilting and debris removal from catch pits, manholes, channels, and pipes;
- Inspection and clearance of gratings/outlets;
- Pipe flushing/jetting;
- Vegetation control along channels; and
- Minor repairs to structures.

The vacant areas provide essential unobstructed access for maintenance vehicles, equipment, and personnel to reach all parts of the system (e.g., manholes and open channels). Without including these areas in the site, future access could be obstructed, leading to non-compliance with DSD's operational and maintenance expectations, potential flooding hazards to the site and adjoining areas, and difficulties in satisfying long-term DSD inspection/approval conditions.

In summary, the vacant land is not idle or purposeless; it forms an indispensable component of the drainage infrastructure project. Its inclusion ensures the proposed works can be properly constructed, operated, and maintained to fully meet DSD standards, thereby preventing drainage-related flooding risks and supporting the overall planning intent for effective stormwater management on the site. Should the boundary exclude these areas, the drainage scheme would be incomplete, unfeasible to implement/maintain, and unlikely to gain DSD endorsement.

The some vacant land can also serve as a **temporary or transitional buffer zone** for the proposed development (or related facilities), effectively isolating and mitigating potential adverse impacts such as **noise, visual intrusion, dust, traffic disturbances**, and other

environmental nuisances on neighboring lands, including adjacent agricultural plots, rural settlements, ecologically sensitive areas, or residential uses.

To maximize the buffering effect, the Applicant proposes implementing large-scale tree planting in the vacant area, creating a dense green barrier. Specific measures include:

- Planting trees extensively along the site boundaries and both sides of internal access roads to rapidly establish effective visual screening, noise attenuation, and dust filtration functions;
- Retaining and supplementing the existing trees and scattered vegetation to maintain ecological continuity and biodiversity.

These greening initiatives will enhance the buffer zone's environmental mitigation performance

Besides, this further helps to reduce the overall development intensity of the site by lowering the total plot ratio and building site coverage, thereby alleviating potential pressures on the surrounding environment, including visual impacts, obstruction of air ventilation, urban heat island effects, and additional drainage load.

Due to the presence of many storage warehouses within the site, adequate spacing between buildings is required to ensure building safety and to enhance logistical efficiency. This necessity results in a portion of the land remaining temporarily vacant.

serves the following primary purposes and justifications:

Reduction of Potential Safety Risks (Building Safety and Fire Safety)

Warehouses typically store large quantities of goods or materials, resulting in a relatively potential fire risk. Maintaining sufficient separation distances between buildings helps prevent rapid fire spread to adjacent structures and provides adequate access and maneuvering space for fire engines and firefighting operations

Warehouse operations involve frequent vehicle movements, loading/unloading activities, and goods handling. Retaining sufficient open space enables:

- Ample circulation and turning space for trucks and logistics vehicles, preventing congestion.
- Smooth flow for loading/unloading zones and internal traffic routes, thereby improving operational efficiency and reducing accident risks.

These spacings and buffer zones were necessary to design elements during the planning stage, resulting in some land being temporarily vacant, but in reality, they have been used as functional open spaces (rather than truly "abandoned").

Comments of the Urban Design and Landscape Section, Planning

Department

Comment 1

- no adverse comment on the pre-submission from landscape planning perspective;
- with reference to the aerial photo taken in 2025 and site photos taken on 30.12.2025, the Site is located in an area of upland and hillsides landscape character with woodland, scattered temporary structures, vegetate areas and tree clusters. The subject site (the Site) is generally vacant and occupied by existing temporary structures. No distinctive landscape resources are observed;
- it is noted that 30 new trees will be proposed along the site frontages and internal roads; and
- in view of the above, significant adverse landscape impact arising from the applied uses is not anticipated.

Response

1. Noted
2. Noted
3. In this application, the applicant confirms that 30 trees are proposed to plant.
4. Noted. the applicant will ensure no significant adverse landscape impact arising from the applied uses.

Comments of the Agriculture, Fisheries and Conservation

Department

Comment 1
no comment on the pre-submission from nature conservation perspective; and · if the application involves tree works and/or vegetation clearance on Government Land, the applicant should obtain prior approval from the Lands Department before carrying out such works.
Response
Noted. The applicant will fully cooperate with AFCD for any operation/work/action

Comment of the Water Supplies Department

Comment 1
No objection to the pre-submission;
Response
Noted. The applicant will fully cooperate with WSD for any operation/work/action

Comment of the North Development Office, Civil Engineering and Development Department

Comment 1

it is noted that the applied uses is located within the proposed New Territories North (NTN) New Town under the Planning and Engineering (P&E) Study for NTN New Town and Man Kam To. The preliminary development proposal for NTN New Town was released in December 2024. While the implementation programme of NTN New Town is being formulated under the P&E Study, the site formation works will likely commence soon after the completion of detailed design in next stage. Subject to the land use planning in the P&E Study, the applied uses, if approved, may need to be vacated for the site formation works.

Response

Noted. The applicant will fully cooperate with CEDD for any operation/work/action

Comments of the Hong Kong Police Force (HKPF)

Comment 1

HKPF has concern regarding the traffic capacity of Lin Ma Hang Road in which the road should be already excess its capacity to accept more traffic flow.

- the applicant should liaise with TD and advise if the applied uses at the Site is appropriate as Lin Ma Hang Road may not be capable of handling the heavy traffic flow; and
- the Site is near Police Post 12 and the fence road, which may pose a security concern.

Response

1. Noted. The applicant will liaise with TD for the concern of traffic capacity
2. Noted. The applicant will fully cooperate with HKPF for any operation/work/action

Comments of the Environmental Protection Department (EPD)

Comment 1

the proponent seeks planning permission for temporary warehouse and open storage for a period of three years at a site zoned “Recreation” on the approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2. From the information provided, it is noted that heavy vehicles will be involved in the applied uses. No residential building is present within 100m from the subject site boundary and within 50m from the access road; and

- in view of the above, we have no adverse comment on the pre-submission from the environmental perspective.

We will provide further comments upon the formal receipt of applicant’s detailed planning application. The applicant is reminded to follow the relevant mitigation measures and requirements in ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’ (COP) and to meet the statutory requirements under relevant pollution control ordinances.

Response
1. Noted. the applicant will follow the relevant mitigation measures and requirements in 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' (COP) and to meet the statutory requirements under relevant pollution control ordinances.

Transport Department (TD)

Comment 1

1. The applicant should advise and substantiate the additional traffic flow generated from/ attracted by the development will not cause substantial traffic impact to the surrounding road network, in particular including the committed and planned development into consideration within the impact assessment;

Response

1. Please refer Traffic Impact Proposal

Comment 2

2. The applicant shall illustrate on a layout plan, and justify the adequacy of the loading/unloading spaces for the operation so provided by relating to the number of vehicles visiting the subject site;

Response

1. Please refer Traffic Impact Proposal

Comment 3

3. The applicant should justify the adequacy of the proposed 5m/6m width of the ingress and egress points for vehicular access;

Response

It is correct that all the ingress and egress points for vehicular access are 6m wide. The reason for the proposed three ingress and egress points is to avoid vehicle entering or existing in one access. The medium-goods vehicle or Fire appliance can access the ingress and egress points easily. The swept path analyze plan demonstrates that the maneuvering space is enough for the vehicle to turn into the site from Lin Ma Hang Road.

Comment 4

4. The applicant should advise its adequacy on the ingress / egress point for vehicular access arrangement;

Response

The provision of **three separate ingress/egress points** is a well-justified design choice. Multiple access points help prevent congestion and single-point bottlenecks, ensuring smoother vehicle flow, reduced queuing risks on the public road (Lin Ma Hang Road), and enhanced safety and operational efficiency during both normal use and emergencies

Comment 5

5. The applicant shall advise the speed adopted in the swept path analysis;

Response

5 km/h in forward, 2.5 km/h in reverse

Comment 6

6. The submitted swept path analysis does not accurately reflect the actual situation of the maneuvering of the 11m x 2.5m medium goods vehicles entering and existing the subject site, maneuvering within the subject site and into/out of the loading/unloading space.

Response

Refer to the revised Swept path plan

Comment 7

7. The applicant shall advise the provision of pedestrian facilities and management measures to ensure pedestrian safety;

Response

A road sign and Notice banner will be installed at the site's ingress/egress point to alert both pedestrians and drivers of vehicular movements. Flashing lights will also be provided at the ingress and egress points to further enhance visibility and awareness.

Comment 8

8. The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site;

Response

Deployment of traffic controllers to regulate vehicle entry and exit from the application site, minimizing conflicts with road traffic

Comment 9

9. The application form showed that 4 nos. of MGV loading/unloading spaces to be provided but 6 nos. of MGV loading/unloading bays in swept path analysis. The Applicant shall clarify the MGV loading/unloading arrangement;

10. The stall dimension of MGV loading/unloading space should be 11m (L) x 3.5m(W);

Response

There are 6 Loading & Unloading parking Space. The number of loading/unloading space and its dimension are revised in Planning Statement , swept path plan and Layout Plan.

Comment 10

11. The applicant should specify the width of the road inside the application site especially at the turning points; and
12. The proposed vehicular access road between Lin Ma Hang Road and the application site is not managed by TD. The applicant should seek comments/approvals from the responsible parties (particularly LandsD on the land matters) to validate the feasibility to form the proposed vehicular access road.

Response

1. The width of road inside the application site is 6 m
2. Noted. The applicant will fully cooperate with HKPF for any operation/work/action

Comments of the Drainage Services Department (DSD)

Comment 1,2,3

Please be advised that I have no objection to the above application from the public drainage viewpoint, and have the following comments:

1. As the site is classified as a complicated site according to DSD's Technical Note No. 1, a drainage submission in accordance with DSD's Advice Note No. 1 is required. Hence, should the application be approved, the applicant should submit and implement a drainage impact assessment for the site to ensure that it will not cause adverse drainage impact to the adjacent area. The drainage facilities should be properly maintained at all times during the planning approval period and rectified if they are found inadequate /ineffective during operation.
2. The applicant should construct and maintain the proposed drainage facilities whether within or outside the site at his own expense.
3. The site is in an area where public sewerage connection is not available. Environmental Protection Department (EPD) should be consulted regarding the sewage impact assessment and sewage treatment/disposal facilities for the proposed development.

Response

Noted. The applicant will submit and implement a drainage impact assessment for the site to ensure that it will not cause adverse drainage impact to the adjacent area

Comments of the Highways Department (HYD)

Comment 1

The proposed access arrangement and swept path analysis should be commented by TD;

Response

Noted.

Comment 2

HyD is not/shall not be responsible for the maintenance of any access connecting the application site and Lin Ma Hang Road. Presumably, the relevant departments will provide their comments to you, if any.

Response

Noted.

Comment 3

Adequate drainage measures should be provided to prevent surface water running from the application site to the nearby public roads and drains; and

Response

Noted. Drainage proposal will be provided for this planning application

Comment 4

The applicant should take adequate precautionary measures to avoid damaging roads, street furniture, drainage and slopes etc. maintained by this Regional Office. Damage caused to roads, street furniture, drainage and slopes etc. maintained by this Regional Office due to the proposed work shall be repaired to our satisfaction at the applicant's own costs.

Response

Noted.

Comments of Buildings Department

Comment 1

As there is no record of approval granted by the Building Authority (BA) for the existing structures at the application site, I am not in a position to offer comments on their suitability for the use proposed in the application;

Response

Noted. The applicant will fully cooperate with BD for any requirements

Comment 2

It is noted that 20 nos. of structures are proposed on the application site. Before any new building works are to be carried out on the site, prior approval and consent of the Building Authority should be obtained unless they are exempted building works or commenced under the simplified requirement under the Minor Works Control System, otherwise they are unauthorized building works (UBW) under the Buildings Ordinance (BO). An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;

Response

The Applicant acknowledges BD's comments and will:

- Appoint an AP to coordinate building-plan submissions where required;
- Design all structures as temporary buildings complying with the Buildings

Ordinance and the approved STW/STT terms;

- Ensure EVAs and access are provided in accordance with Regulations 5 and 41D of the Building (Planning) Regulations;

Comment 3 & 4

I the site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations [B(P)R] respectively;

(iv) the site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage;

Response

The Applicant acknowledges BD's comments and will ensure EVAs and access are provided in accordance with Regulations 5 and 41D of the Building (Planning) Regulations;

Comment 5,6,7,8,9

(v) if any existing structure is erected on leased land without the approval of the BA, they are UBW under the BO and should not be designated for any proposed use under the captioned application;

(vi) for UBW erected on leased land, enforcement action may be taken by the Buildings Department to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the application site under the BO;

(vii) any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R;

(viii) the 7 m high warehouses are considered excessive. It should be justified upon

formal plan submission to Buildings Department; and

(ix) detailed checking under the BO will be carried out at building plan submission stage.

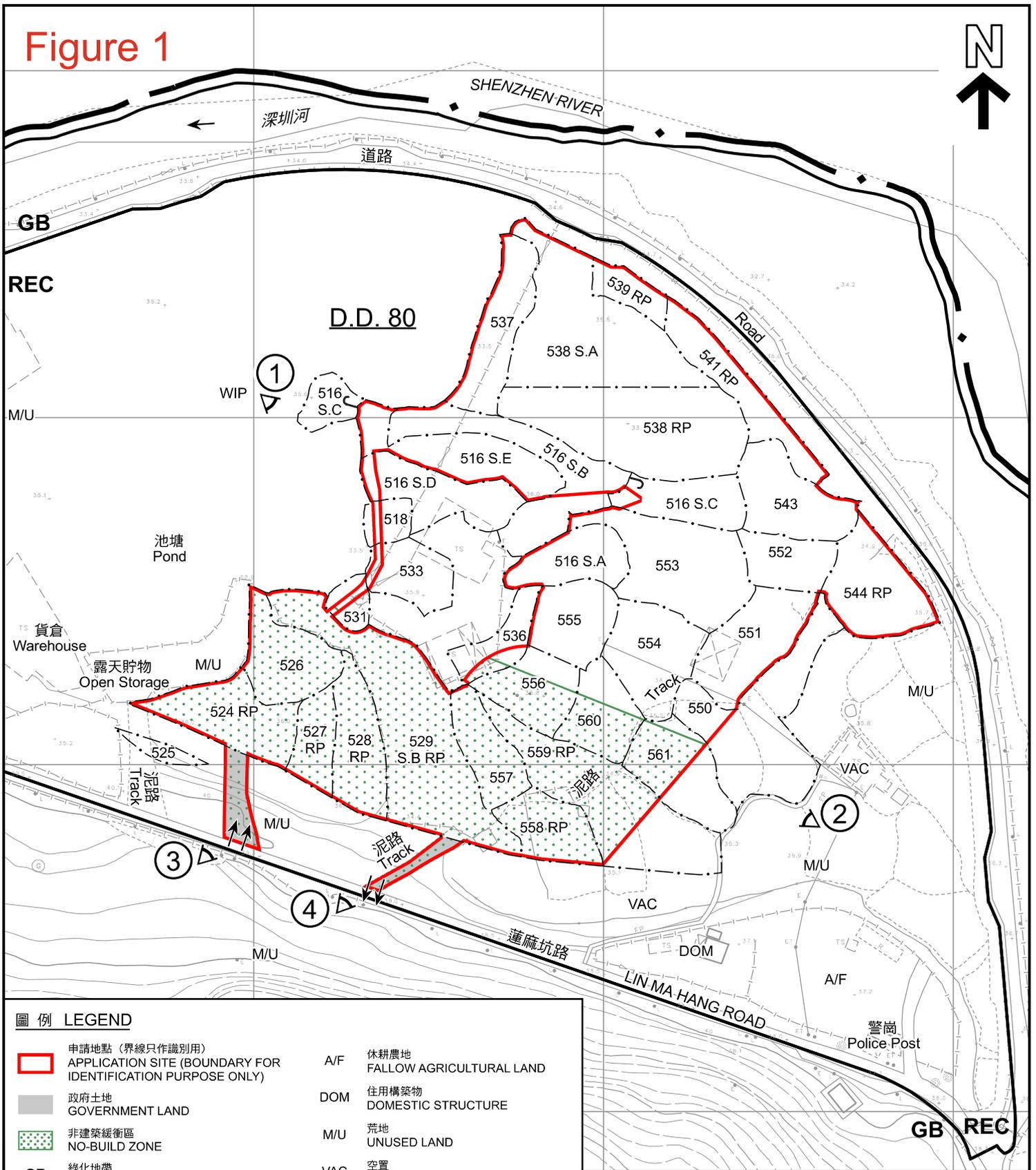
Response

Noted. The applicant will fully cooperate with BD for any requirements

Appendix 1

Operator	Original Premises (location / lots)	Original Site Area (m ²)	Original Floor Area / GFA (m ²)	Original Main Uses / Operations	Relocated?	Current Premises (if relocated)	Relevant Approval / Status
Chi Kee Sawmill & Timber Limited (志記鏢木廠有限公司)	上水古洞馬草壟 DD22403, 2240 J2	4000 m2 (about)	3000 m2 (about)	Sawmill and Storage of Timber	Yes	Refer to Figure 1	A_NE-TKLN_89_ (Approved)
Kin Hing Timber Engineering Limited (建興木業工程有限公司)	上水古洞 DD95, LOT331	3400 m2 (about)	2000 m2 (about)	Storage of Timber	Yes	Refer to Figure 1	A_NE-TKLN_89_ (Approved)
Ms. Lam, Mui (林梅女士)	D.D.125 Lots 672, 673 and 674	Land Area of D.D.125 Lots 672, 673 and 674	778 m2 (about)	Storing spare parts and recyclable metals	Not	Proposed site for relocation refers to Figure 2	A_NE-TKLN_118 (Approved)

Figure 1



圖例 LEGEND

- | | | | |
|------------|---|-----|----------------------------------|
| | 申請地點 (界線只作識別用)
APPLICATION SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY) | A/F | 休耕農地
FALLOW AGRICULTURAL LAND |
| | 政府土地
GOVERNMENT LAND | DOM | 住用構築物
DOMESTIC STRUCTURE |
| | 非建築緩衝區
NO-BUILD ZONE | M/U | 荒地
UNUSED LAND |
| GB | 綠化地帶
GREEN BELT | VAC | 空置
VACANT |
| REC | 康樂
RECREATION | WIP | 施工中
WORKS IN PROGRESS |
| | 實地照片的觀景點
VIEWING POINT OF SITE PHOTO | | 入口/出口
INGRESS / EGRESS |

註釋 Note :

- (1) 2025年4月7日勘測的土地用途
Land uses shown on this plan are in accordance with the land use survey conducted by the Planning Department on 7.4.2025

平面圖 SITE PLAN

擬議臨時倉庫(存放木材及附屬材料)(為期3年)
PROPOSED TEMPORARY WAREHOUSE (TIMBER AND OTHER ASSOCIATED MATERIALS) FOR A PERIOD OF 3 YEARS
VARIOUS LOTS IN D.D. 80 AND ADJOINING GOVERNMENT LAND,
TA KWU LING NORTH, N.T.

SCALE 1:1500 比例尺
0 25 50
METRES METRES

**規劃署
PLANNING
DEPARTMENT**

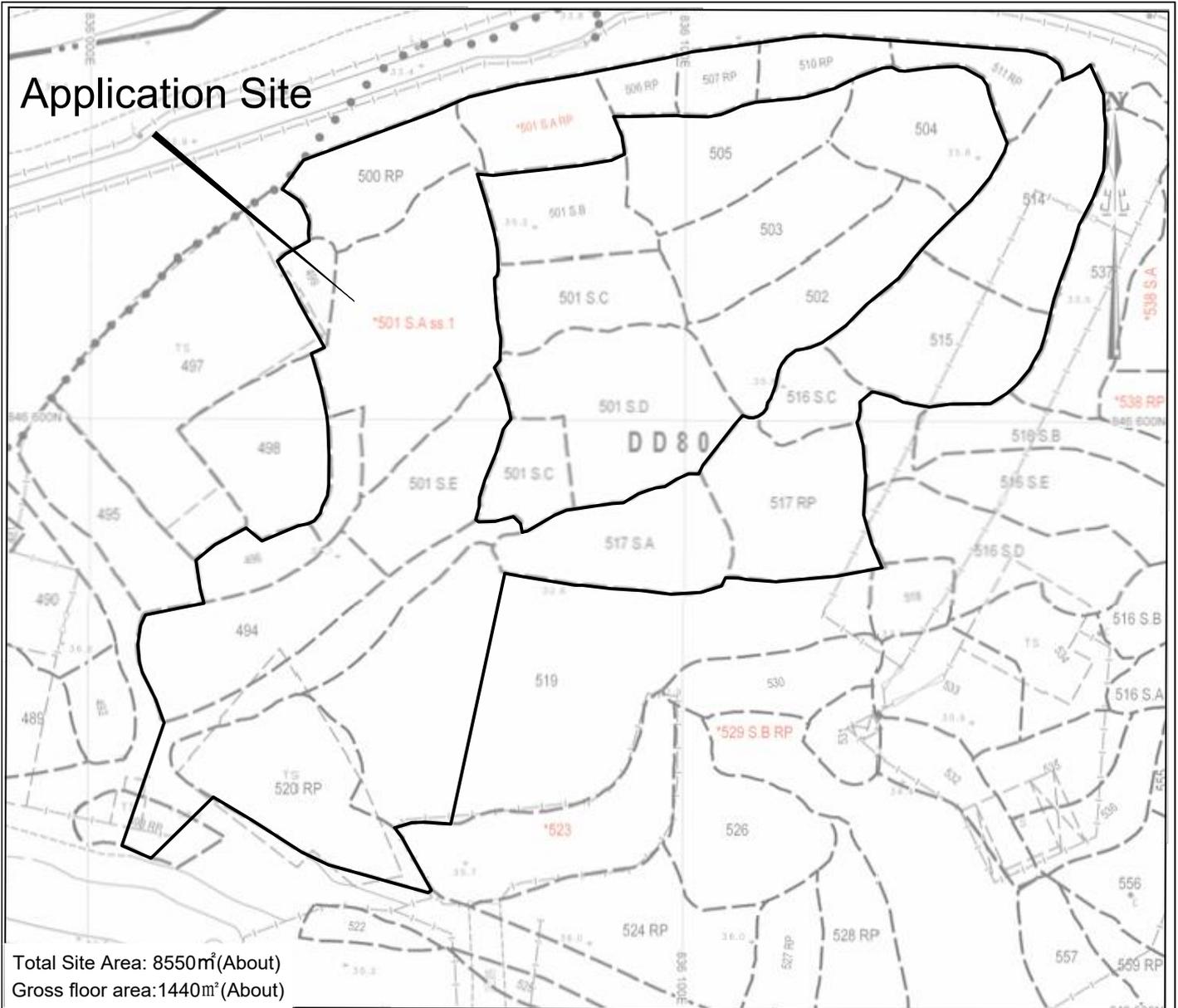


參考編號
REFERENCE No.
A/NE-TKLN/89

圖 PLAN
A-2

本摘要圖於2025年4月25日擬備，
所根據的資料為測量圖編號
3-NW-10A
EXTRACT PLAN PREPARED ON 25.4.2025
BASED ON SURVEY SHEET No.
3-NW-10A

Figure 2



<p>November 2025</p>	<h2 style="text-align: center;">Location Plan</h2> <p>Proposed Temporary Warehouse for Storage of Spare Parts and Recyclable Materials (Metal) for a Period of 3 Years at Lots 493 RP (Part) , 494 , 496 , 499 , 500RP , 501 S.E , 501 S.A ss.1 , 501 S.A RP , 506 RP , 507 RP , 510 RP , 511 RP , 514 , 515 , 516 S.C , 517 RP , 517 S.A , 519(Part) , 520 RP and Adjoining Government Land in D.D. 80, Lin Ma Hang Road, Ta Kwu Ling, NT</p>	<p>YING SHING (HOPEWELL) ENGINEERING CO.LTD.</p>
<p>1:1000</p>		<p>Annex 4</p>

Site Search Finding for A/NE-TKLN/89 and 118

Figure 3

LOT NO.	AREA sq.m	DISTRICT/OZP No.	Zone	Findings
1. DD82 LOT1117 RP	5298	Ta Kwu Ling(S/NE-TKL/14)	AGR	No access
2. DD38 LOT207	670	Ta Kwu Ling(S/NE-TKL/14)	AGR	Too small
3. DD84 LOT175	845	Hung Long Hang (S/NE-HLH/11)	AGR	Too small
4. DD87 LOT312	982	Hung Long Hang (S/NE-HLH/11)	GB	Too small
5. DD102 LOT1205	199	San Tim(S/STT/2)	G/IC	Too small
6. DD111 LOT654	1490	Pat Heung (S/YL-PH/11)	OS	No access
7. DD117 LOT1463	192	Shap Pat Heung (S/YL-TT/20)	OS	Too small
8. DD129 LOT49	533	Yuen Long (S/YL-LFS/11)	CPA	Too small
9. DD129 LOT70	585	Yuen Long (S/YL-LFS/11)	CPA	Too small
10.DD129 LOT63	780	Yuen Long S/YL-LFS/11	CPA	No access