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**SECTION 16 PLANNING APPLICATION**

**PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY  
AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS IN “AGRICULTURE” ZONE,**

**VARIOUS LOTS IN D.D. 77, TA KWU LING, NEW TERRITORIES**

**PLANNING STATEMENT**

Applicant

**Smart Long Development Limited**

Consultancy Team

**R-riches Planning Limited**



**August 2025**

Version 1.0

## **FILE CONTROL**

**FILE NAME** : *DD77 Lot 518 RP & VL - Planning Statement (20250804) Ver1.0*  
**FILE LOCATION** : *\\R-SERVER\Planning\Planning Application\DD77 Lot 518 RP &  
VL – OS in TKL\Submission (Aug 25)\Planning Statement*  
**REVISION NO.** : *1.0*

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**APPLICANT** : *Smart Long Development Limited*  
**TYPE OF APPLICATION** : *S.16 Planning Application*  
**PROPOSED USE** : *Proposed Temporary Open Storage of Construction Materials  
and Machinery and Associated Filling of Land for a Period of 3  
Years*  
**SITE LOCATION** : *Various Lots in D.D. 77*

## **AMENDMENT RECORD**

<b>REVISION NO.</b>	<b>DESCRIPTION</b>	<b>APPROVED BY (Date)</b>	<b>PREPARED BY (Date)</b>
1.0	Final Report	MN (20250814)	LT (20250814)

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## EXECUTIVE SUMMARY

- The applicant seeks planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131) to use *Various Lots in D.D. 77, Ta Kwu Ling, New Territories* (the Site) for '**Proposed Temporary Open Storage of Construction Materials and Machinery and Associated Filling of Land for a Period of 3 Years**' (the proposed development).
- The Site falls within an area zoned "Agriculture" ("AGR") on the Approved Ping Che and Ta Kwu Ling Outline Zoning Plan (OZP) No.: S/NE-TKL/14. The Site occupies an area of 2,923 m<sup>2</sup> (about). No structure is proposed at the Site. The uncovered area is reserved for open storage area, vehicle parking, loading/unloading (L/UL) spaces and circulation area.
- The Site is accessible from Ping Che Road via Ng Chow South Road, Ng Chow Road and a local access. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. There is no operation on Sunday and public holidays.
- Justifications for the proposed development are as follows:
  - the applicant's original premises is affected by Government's land resumption for the Development of Fanling North (FLN) New Development Area (NDA);
  - the applicant has spent effort in identifying suitable sites for relocation;
  - the applied use is the same as the applicant's original premises;
  - no significant adverse impact is anticipated from the proposed development; and
  - the proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the "AGR" zone.
- Details of development parameters are as follows:

<b>Site Area</b>	2,923m <sup>2</sup> (about)
<b>Covered Area</b>	Not Applicable
<b>Uncovered Area</b>	2,923 m <sup>2</sup> (about)
<b>Open Storage Area</b>	1,642 m <sup>2</sup> (about)
<b>Height of Stacking</b>	Not more than 3 m

行政摘要（內文如與英文版本有任何差異，應以英文版本為準）

- 申請人現根據《城市規劃條例》（第 131 章）第 16 條，向城市規劃委員會提交有關新界打鼓嶺丈量約份第 77 約多個地段的規劃申請，於上述地點作「擬議臨時露天存放建築材料和機械及相關填土工程（為期 3 年）」（擬議發展）。
- 申請地點所在的地區在《坪輦及打鼓嶺分區計劃大綱核准圖編號 S/NE-TKL/14》上劃為「農業」地帶。申請地盤面積為 2,923 平方米（約）。申請地點不設構築物。申請地點的露天地方將用作露天存放建築材料和機械、車輛停泊／上落貨位及流轉空間。
- 申請地點可從坪輦路經五洲南路、五洲路及一條地區道路前往。擬議發展的作業時間為星期一至六上午九時至下午七時，星期日及公眾假期休息。
- 擬議發展的申請理據如下：
  - 申請人原來的經營處所受到政府的粉嶺北新發展區收地發展影響；
  - 申請人曾經致力尋找合適的搬遷地點；
  - 申請用途與申請人先前受影響的發展場地用途一致；
  - 擬議發展不會對周邊地區帶來重大負面影響；及
  - 擬議發展只屬臨時性質，批出規劃許可不會影響「農業」地帶的長遠規劃意向。
- 擬議發展的詳情發展參數如下：

申請地盤面積：	2,923 平方米（約）
上蓋總面積：	不適用
露天地方面積：	2,923 平方米（約）
露天存放面積：	1,642 平方米（約）
堆疊高度	不超過 3 米

## 1. INTRODUCTION

### *Background*

- 1.1 **R-riches Planning Limited** has been commissioned by **Smart Long Development Limited**<sup>1</sup> (the applicant) to make submission on their behalf to the Board under S.16 of the Ordinance in respect to *Lots 518 RP, 519 and 520 in D.D. 77, Ta Kwu Ling, New Territories (Plans 1 to 3)*.
- 1.2 The applicant would like to use the Site for '**Proposed Temporary Open Storage of Construction Materials and Machinery and Associated Filling of Land for a Period of 3 Years**'. The Site falls within an area zoned "AGR" on the Approved Ping Che and Ta Kwu Ling OZP No.: S/NE-TKL/14 (**Plan 2**). According to the Notes of the OZP, the applied use is neither Columns 1 nor 2 use within the "AGR" zone, which requires planning permission from the Board.
- 1.3 In support of the proposal, a set of indicative development plans/drawings and supplementary information are provided with the planning statement (**Plans 1 to 11, Appendices I and II**). Other assessments to mitigate potential adverse impacts will be submitted, if required, at a later stage for the consideration of relevant government bureaux/departments and members of the Board.

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<sup>1</sup> **Smart Long Development Limited** 皓朗發展有限公司, the applicant, is authorized by **Tiptop Transportation Co** 冠昇運輸公司 (the affected business operator) to facilitate the relocation of the existing affected business premises in Fanling North. Details of the affected business operator are provided at **Appendix I**.

## 2. JUSTIFICATIONS

*The applicant's original premises are affected by the development of FLN NDA*

2.1 The current application is intended to facilitate the relocation of the applicant's affected premises in FLN due to land resumption and to pave way for the development of FLN NDA. The site of the affected premises (i.e., *Lots 168 RP (Part), 168 S.A (Part), 170 RP (Part) and 181 RP (Part) in D.D. 52 and Adjoining Government Land (GL), Fanling, New Territories.*) currently partly falls within an area zoned "Other Specified Uses" annotated "Bus Depot" zone and area shown as 'Road' on the Approved Fanling North OZP No. S/FLN/4; and partly falls within "Other Specified Uses" annotated "Port Back-up Uses" zone and area shown as 'Road' on the Approved Fu Tei Au and Sha Ling OZP No.: S/NE-FTA/18 (**Plan 4**).

2.2 With reference to the implementation programme, the original premises falls within the Remaining Phase Development of the FLN NDA (**Plan 5**). Therefore, the applicant desperately needs to identify a suitable site for the relocation of the affected business operators in order to continue the business operation.

*Applicant's effort in identifying suitable site for relocation*

2.3 Whilst the applicant has spent effort to relocate the original premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership issue or accessibility (**Appendix II** and **Plan 6**). After a lengthy site-searching process, the Site is identified for relocation as it is relatively flat, in close proximity to the original premises and easily accessible.

*Applied use is the same as the original premises*

2.4 The Site involves the operation of open storage of construction materials and machinery. The applied use is the same as the affected business premises in FLN. Details of the difference between the affected premises and the Site are shown at **Table 1** below:

**Table 1** - Difference between the Original Premises and the Site

Tenant	Original Premises (a)	The Site (b)	Difference (b) – (a)
Site Area	2,143 m <sup>2</sup>	2,923 m <sup>2</sup>	+780 m <sup>2</sup> , +36%

Although the site area is slightly larger than that of the Original Premises, the entire Site is uncovered. The actual area designated for the open storage operation is 1,642 m<sup>2</sup> (about (**Plan 9**), which is similar to that of the Original Premises. The additional space is intended to provide a substantial amount of circulation space within the Site so as to enhance the overall efficiency of the Site, as well as to minimise the potential adverse traffic impact to the



surrounding road network. It is also intended to alleviate the pressing demand for open storage space, as well as to support the local construction industry. The increase in site area can offer an excellent opportunity to enhance the operational efficiency by providing additional space for the storage of construction materials and machinery, which can impose a positive impact on the efficiency, competitiveness and growth of the construction sector, thereby contribute to the overall economic development of Hong Kong.

- 2.5 Circulation space is reserved at the Site for manoeuvring of vehicle in order to increase the Site's overall efficiency, as well as to minimise the potential adverse traffic impacts to the surrounding road network.

*Approval of the application would not frustrate the long-term planning intention of the "AGR" zone*

- 2.6 Although the Site situates in an area zoned "AGR" on the Approved Ping Che and Ta Kwu Ling OZP No.: S/NE-TKL/14, the Site is currently vacant without active agricultural activities (**Plan 8**). Hence, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "AGR" zone and would better utilise deserted land in the New Territories.
- 2.7 Similar applications for/partly for 'open storage' use (Nos. A/NE-TKL/642, 671, 695, 707, 714, 724, 734, 743, 745, 746, 758, 762 and 763) were approved by the Board between 2020 and 2024 within the same "AGR" zone on the OZP. All similar applications were approved on a temporary basis for a period of 3 years. As such, the approval of the current application is line with the Board's previous decision and would not set an undesirable precedent within the "AGR" zone.
- 2.8 Despite the fact that the proposed development is not in line with the planning intention of the "AGR" zone, the special background of the application should be considered on its individual merit, of which the approval of the current application would not set an undesirable precedent for the "AGR" zone.

*The proposed development is not incompatible with surrounding land uses*

- 2.9 The proposed development situates in a relatively remote area, which is far away from sensitive receivers (**Plans 1, 3 and 8**). The surrounding area is considered to be predominated rural in character comprising open storage/ storage yards, warehouses, workshops and vacant/unused land, the proposed development is therefore considered not incompatible with surrounding land uses.
- 2.10 Upon approval of the current application, the applicant will make effort in complying with approval conditions in relation to fire services and drainage aspects, so as to minimise potential adverse impacts arising from the proposed development.

### **3. SITE CONTEXT**

#### *Site Location*

- 3.1 The Site is located at approximately 350 m east of Ping Che Road. It is approximately 1.2 km south of Heung Yuen Wai Highway; 3.5 km south of Heung Yuen Wai Boundary Control Point; 7.3 km southeast of Man Kam To Boundary Control Point; 7.6 km northeast of Sheung Shui MTR Station; and 8 km northeast to the original premises.

#### *Accessibility*

- 3.2 The Site is accessible from Ping Che Road via Ng Chow South Road, Ng Chow Road and a local access (**Plan 1**).

#### *Existing Site Condition*

- 3.3 The Site is currently vacant and fenced off, generally flat and partly covered with vegetation. The existing site level of the Site varies from +14.3mPD to 14.6mPD (about) (**Plans 1, 3, 8 and 10**).

#### *Surrounding Area*

- 3.4 The Site and its surroundings are predominantly rural in character comprising open storage/storage yards, warehouses, workshops and vacant/unused land (**Plans 1, 3 and 8**).
- 3.5 To its immediate north is the Ping Yuen River. To its further north across Ping Yuen River are some vacant land covered by vegetation.
- 3.6 To its immediate east are the area falls within "Open Storage" zone. To its further east and northeast are area occupied by open storage yards and temporary structures for warehouse and workshop.
- 3.7 To its immediate south is the local access connecting to Ng Chow Road. To its further south are land covered by vegetation and woodland.
- 3.8 To its immediate west is unused/vacant land covered with vegetation. To its further west are area falls within "Industrial (Group D)" zone.

#### 4. PLANNING CONTEXT

##### *Zoning*

- 4.1 The Site falls within an area zoned "AGR" on the Approved Ping Che and Ta Kwu Ling OZP No.: S/NE-TKL/14 (**Plan 2**). According to the Notes of the OZP, the applied use is neither Columns 1 nor 2 used within the "AGR" zone, which requires planning permission from the Board.

##### *Planning Intention*

- 4.2 The planning intention of the "AGR" zone is *primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.*

##### *Restriction on Filling of Land*

- 4.3 According to the Remarks of the "AGR" zone on the Approved Ping Che and Ta Kwu Ling OZP No.: S/NE-TKL/14, *any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/10 without the permission from the Board under S.16 of the Ordinance.*

##### *Previous Applications*

- 4.4 The Site is the subject of one previous S.16 planning application for 'hobby farm' use submitted by different applicant, which was approved by the Board in May 2019.

##### *Similar Applications*

- 4.5 Similar applications for/partly for 'open storage' use (Nos. A/NE-TKL/642, 671, 695, 707, 714, 724, 734, 743, 745, 746, 758, 762 and 763) were approved by the Board between 2020 and 2024 within the same "AGR" zone on the OZP. Approval of the current application would not set an undesirable precedent within the "AGR" zone.

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

- 4.6 The Site falls within **Category 3 area**, which are those outside Category 1, 2 and 4 areas. Within these areas, "existing" and approved open storage and port back-up uses are to be contained and further proliferation of such uses is not acceptable. Applications falling within Category 3 areas would normally not be favourably considered unless the applications are on sites with previous approvals (irrespective of whether the application is submitted by the

*applicant of previous approval or a different applicant). In that connection, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions, a planning permission could be granted on a temporary basis up to a maximum period of 3 years.*

- 4.7 The Site falls within Category 3 area of *TPB PG-No. 13G (Plan 7)*, the proposed development would not generate significant adverse impacts on the surrounding areas. In addition, the original premises will be resumed by the Government to facilitate the development of FLN NDA. Approval of the current application is in line with *TPB PG-No. 13G* and would not set an undesirable precedent within the Category 3 area. It should be considered on individual merits given the special background of the applicant.

#### *Land Status*

- 4.8 The Site consists of an area of 2,923 m<sup>2</sup> (about) (**Plan 3**). The private land portion of the Site comprises 3 private lots, i.e. *Lots 518 RP, 519 and 520 in D.D. 77* with total area of 2,923 m<sup>2</sup> (about) of Old Schedule Lot held under Block Government Lease (**Plan 3**).

## 5. DEVELOPMENT PROPOSAL

### *Development Details*

- 5.1 The Site consists of an area of 2,923 m<sup>2</sup> (about). Details of the development parameters are shown at **Table 2** below.

**Table 2** - Development Parameters

<b>Site Area</b>	2,923 m <sup>2</sup> (about)
<b>Covered Area</b>	Not Applicable
<b>Uncovered Area</b>	2,923 m <sup>2</sup> (about)
<b>Open Storage Area</b>	1,642 m <sup>2</sup> (about)
<b>Height of Stacking</b>	Not more than 3m

### *Filling of Land at the Site*

- 5.2 The existing site level varies from +14.3 mPD to +14.6 mPD. The entire Site is proposed to be filled with concrete of not more than 0.2 m in depth for area for open storage area, vehicle parking, L/UL and circulation spaces (**Plan 10**). The filling of land is considered necessary and has been kept to minimal to meet the operation need. The applicant will strictly follow the proposed scheme and no further filling of land will be carried out during the planning approval period. The applicant will reinstate the Site to an amenity area upon expiry of the planning permission.

### *Operation Mode*

- 5.3 The Site will be used for open storage of construction materials (i.e. bricks, roofing materials, tiles, steel columns, etc.) and machinery (i.e. elevated platform, digging machine, generator etc.). The open storage activities will only be stored at the designated area (i.e. about 1,642 m<sup>2</sup>) with stacking height of not more than 3m. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. There is no operation on Sunday and public holidays.
- 5.4 It is estimated that the Site would accommodate not more than 2 staff. As no shopfront is proposed at the Site, visitor is not anticipated at the Site. The proposed development is solely designated for open storage purposes, no dangerous goods will be stored and no workshop activities will be carried out within the Site during the planning approval period.

### *Minimal Traffic Impact*

- 5.5 The Site is accessible from Ping Che Road via Ng Chow South Road, Ng Chow Road and a local access (**Plan 1**). A 7.3 m-wide (about) vehicular ingress/egress is proposed at the southwestern of the Site. A total of 3 parking and L/UL spaces will be provided at the Site

(Plan 9). Details of the parking and L/UL provision are shown at **Table 3** below.

**Table 3 – Provision of Parking and L/UL Spaces**

Type of Parking Space	No. of Space
Parking spaces for private car (PC) - 2.5 m (W) x 5 m (L)	2
Type of L/UL Space	No. of Space
L/UL Spaces for container vehicle (CV) - 3.5 m (W) x 16 m (L)	1

5.6 Sufficient space is provided for vehicle to manoeuvre smoothly within the Site to ensure that no vehicle will queue back to or reverse onto/from the Site to the public road (**Plan 11**). Staff will be deployed to station at the ingress/egress to direct incoming/outgoing vehicles to enhance pedestrian safety.

5.7 The breakdown of estimated trips generation/attraction arising from the proposed development are provided at **Table 4** below.

**Table 4 – Estimated Trip Generation/Attraction**

Time Period	Estimated Trip Generation/Attraction				
	PC		CV		2-Way Total
	In	Out	In	Out	
Trips at <u>AM Peak</u> (09:00 – 10:00)	2	0	0	0	2
Trips at <u>PM Peak</u> (18:00 – 19:00)	0	2	0	0	2
Average trip per hour (10:00 – 18:00)	0	0	1	1	2

5.8 As the vehicular trip generated/attracted by the proposed development are expected to be minimal, adverse traffic impact to the surrounding road network should not be anticipated.

#### *Minimal Environmental Impact*

5.9 The applicant will strictly follow the latest 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding areas. The applicant will also comply with all environmental protection/pollution control ordinances, i.e. *Water Pollution Control Ordinance*, *Air Pollution Control Ordinance*, *Noise Control Ordinance* etc. at all times during the planning approval period.

5.10 During the construction stage, the applicant will follow the good practices stated in *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN)*

2/24 to minimise the impact on the nearby watercourse water quality. Surface run-off from the construction phase will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be maintained, and the deposited silt and grit will be removed on a regular basis, at the start and end of each rain season, to ensure that these facilities are always operational.

- 5.11 The applicant will implement good practices under ProPECC PN 1/23 when designing on-site sewage system within the Site. 2.5 m high (about) solid metal fencing will be erected along the site boundary to minimise noise nuisance to the surrounding area. The boundary wall will be installed properly by a licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on the boundary wall. In addition, maintenance will be conducted on a regular basis.

#### *Minimal Landscape Impact*

- 5.12 The Site is currently vacant and fenced off, generally flat and partly covered with vegetation. No tree has been identified at the Site. Due to the proposed open storage area, provision of vehicle parking, L/UL and circulation spaces, the majority of the Site will be disturbed. As such, it is not proposed to retain any of the existing vegetation at the Site.

#### *Minimal Drainage Impact*

- 5.13 The applicant will submit a drainage proposal to mitigate potential drainage impact generated from the proposed development after planning approval has been obtained from the Board. The applicant will implement the proposed drainage facilities at the Site once the drainage proposal is accepted by the Drainage Services Department.

#### *Fire Safety Aspect*

- 5.14 The applicant will submit a fire service installations (FSI) proposal for the consideration of the Director of Fire Services to enhance fire safety of the Site after planning permission has been granted from the Board. The applicant will implement the accepted FSI proposal at the Site.

## 6. CONCLUSION

- 6.1 The current application is intended to facilitate the relocation of the applicant's affected business in FLN, which will be affected by the development of FLN NDA (**Plans 4 to 5**). Whilst the applicant attempted to relocate the original premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable (**Appendix II and Plan 6**). Since the applied use is the same as the affected business premises, approval of the application can facilitate relocation prior to land resumption, thereby minimise the impact on the implementation programme of government development projects.
- 6.2 Although the Site is not in line with the long-term planning intention of the "AGR" zone, the Site is currently vacant without active agricultural activities. Hence, approval of the application on a temporary basis for a period of 3 years would not frustrate the long-term planning intention of the "AGR" zone and better utilise deserted land in the New Territories. The proposed development is therefore considered not incompatible with the surrounding areas.
- 6.3 The Site and its surroundings are predominantly rural in character comprising open storage/ storage yards, warehouses, workshops and vacant/unused land. Despite the fact that the Site falls within Category 3 area of *TPB PG-NO. 13G*, given that the application's special background of the application to facilitate the development of FLN NDA and similar applications for the same applied use have been approved by the Board within the same "AGR" zone on the OZP, approval of the current application would not set an undesirable precedent within the "AGR" zone, and should be considered on its own merits.
- 6.4 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures e.g. submission and implementation of FSI and drainage proposals will be provided upon obtaining relevant planning permission. The applicant will strictly follow the latest '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' and relevant issued by EPD to minimise all possible environmental impacts on nearby potential sensitive receivers.
- 6.5 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Open Storage of Construction Materials and Machinery and Associated Filling of Land for a Period of 3 Years**'.

**R-riches Planning Limited**

**August 2025**



## **LIST OF APPENDICES**

<b>Appendix I</b>	Details of the affected business premises
<b>Appendix II</b>	Details of alternative sites for relocation

## **Appendix I**

Details of the affected business premises

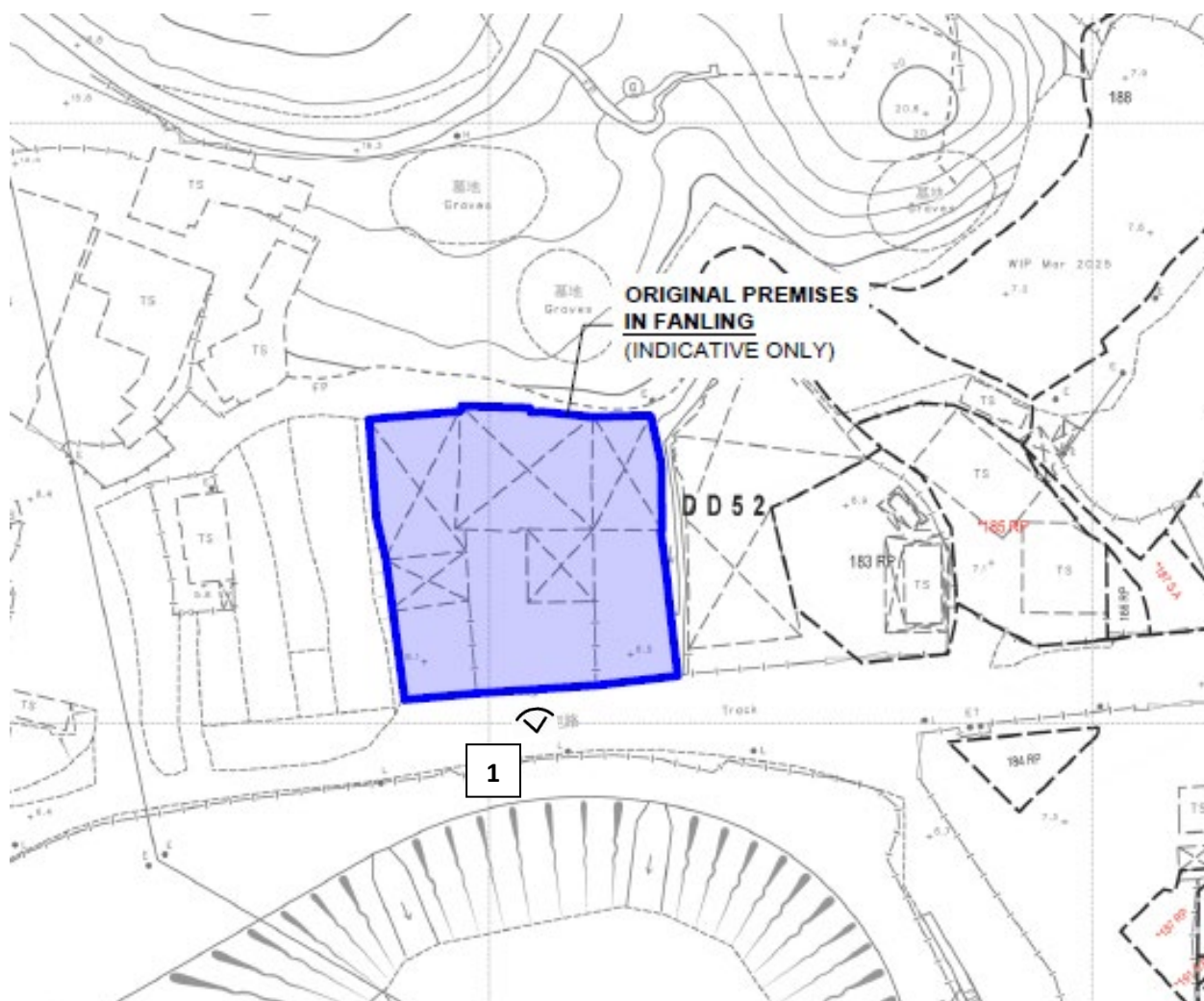
## **Appendix I – Details of the Affected Business Premises**

Operator Name: **Tiptop Transportation Co** 冠昇運輸公司

### **Details of the Affected Business Premises**

Location: Lots 168 RP (Part), 168 S.A (Part), 170 RP (Part) and 181 RP (Part) in D.D. 52 and Adjoining Government Land, Fanling, New Territories

Use of Premises: Temporary Open Storage of Construction Materials and Machinery



Site Photo of the Affected Business Premises



Letter from the Lands Department

Tel: 3547 0700  
Fax: 3547 0756  
Email: [lapl@landsd.gov.hk](mailto:lapl@landsd.gov.hk)

Our Ref: ( ) in LD NDA/PC/11/1164  
Your Ref:

註明本署信封  
quote our reference in your reply

**地政處**  
**新發展**  
**NEW DEVELOPMENT**  
**LANDS DEPT**

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

新界上水龍運路19號上水書閣15樓1501至1503室  
Units 1501-15, Level 15, Landmark North,  
19 Tang San Avenue, Sheung Shui, New Territories

網址 Website: [www.landsd.gov.hk](http://www.landsd.gov.hk)

沙田乙明邨明耀樓608室  
冠昇運輸公司  
(經辦人: 馬麗芬)

郵寄及現場

馬女士:

古洞北／粉嶺北新發展區地下階段發展

丈量約份第52的地段第168號餘段、第170號餘段、  
第181號餘段、第182號餘段及附近政府土地

露天／戶外業務清拆編號: X6/104-106 & X6/111-114

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：  
根據現行政策，在上述經營露天／戶外業務的經營者，如經調查確定符合  
後，將可獲發特惠津貼。其他未符合資格的人士，則不會獲發任何特惠。

故現請貴公司於2024年4月19日或之前向本辦事處提供下列文件  
用)的副本，以便評核貴公司是否符合資格申領特惠津貼。

(1) (a) 經營人之香港身份證 (b) 合夥人之香港身份證  
(c) 香港公司註冊證書

(2) 有關業務在2014年1月16日至今的營運單據：  
(a) 報稅單或繳稅單 (b) 營業損益表  
(c) 火險保單單據 (d) 僱員保險單據  
(e) 器材保養單據 (f) 商業登記證  
(g) 供電單據 (h) 電話單據  
(i) 供水單據 (j) 資訊服務單據

## Memorandum of Understanding

### 規劃申請意向書

#### 受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 )	冠昇運輸公司 Tiptop Transportation Co
公司註冊證明書 / 商業登記證號碼	35549518-000
規劃許可申請人 ( 乙方 )	皓朗發展有限公司 Smart Long Development Limited
公司註冊證明書 / 商業登記證號碼	890991

甲方 為位於丈量約份第 52 約多個地段的業務經營者，由於受到粉嶺北新發展區之收地計畫影響，需要覓地搬遷重置以繼續經營。甲方 初步與 乙方 達成共識，同意 乙方 作為規劃許可申請人，向城市規劃委員會提出規劃申請，於丈量約份第 77 約地段第 518 號餘段、第 519 號及第 520 號作「擬議臨時露天存放建築材料和機械及相關填土工程（為期 3 年）」。

乙方 作為規劃許可申請人，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。



冠昇運輸公司 ( 甲方 )

業務經營者簽署



皓朗發展有限公司 ( 乙方 )

規劃許可申請人簽署

2025 年 8 月 4 日

## **Appendix II**

### Details of alternative sites for relocation

**Appendix II – Alternative Sites for the Relocation of the Applicant's Original Premises**

Alternative Site / Application Site	Site 1	Site 2	Site 3	Site 4	Site 5	Application Site
<b>Location</b>	Various Lots in D.D. 99, Chau Tau, San Tin, New Territories	Various Lots in D.D. 103, Kam Tin, Yuen Long, New Territories	Various Lots in D.D. 93, Ma Tso Lung, New Territories	Various Lots in D.D. 129, Lau Fau Shan, Yuen Long, New Territories	Various Lots in D.D. 130, Lam Tei, Tuen Mun, New Territories	Various Lots in D.D. 77, Ta Kwu Ling, New Territories
<b>Site Area</b>	4,242m <sup>2</sup> (about)	540 m <sup>2</sup> (about)	30,190 m <sup>2</sup> (about)	10,740 m <sup>2</sup> (about)	7,130 m <sup>2</sup> (about)	2,923 m <sup>2</sup> (about)
<b>Accessibility</b>	Accessible from Lok Ma Chau Road via a local access	Accessible from Kam Tin Road via a local access	Accessible from Ma Tso Lung Road via a local access	Accessible from Deep Bay Road via a local access	Accessible from Fuk Hang Tsuen Road via a local access	Accessible from Ping Che Road via Ng Chow South Road, Ng Chow Road and a local access
<b>Distance from the Original Premise</b>	20 km (about)	24.2 km (about)	17.5 km (about)	33 km (about)	30.4 km (about)	8 km (about)
<b>Outline Zoning Plan</b>	Approved San Tin Technopole OZP No. S/STT/2	Approved Kam Tin South OZP No. S/YL-KTS/15	Approved Ma Tso Lung and Hoo Hok Wai OZP No. S/NE-MTL/3	Approved Lau Fau Shan & Tsim Bei Tsui OZP No.: S/YL-LFS/11	Approved Lam Tei and Yick Yuen OZP No. S/TM-LTY/12	Approved Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/14
<b>Zoning</b>	"Other Specified Uses" annotated "Innovation and Technology" ("OU(I&T)")	"Agriculture" ("AGR")	"Green Belt" ("GB") and "Conservation Area (1)" ("CA(1)")	"Green Belt" ("GB")	"Comprehensive Development Area" ("CDA")	"Agriculture" ("AGR")
<b>Existing Condition</b>	Generally flat, partially covered with vegetation and occupied by vacant temporary structures	Vacant and covered with vegetation	Mostly vacant, covered with vegetation and occupied by fishpond	Covered with vegetation and woodland	Hard-paved and occupied by temporary structures	Vacant, flat and formed
<b>Surrounding Area</b>	Surrounded by temporary structures for storage, workshop and agricultural uses; and vacant land covered by vegetation and hard-paving	Surrounded by open storage, some G/IC uses, woodland and residential dwellings	Surrounded by vegetation, pond, some GIC/residential use	Surrounded by tree groups, temporary structures for open storage and residential use	Surrounded by warehouse, workshop, logistic centre and land for residential use	Surrounded by temporary structures for warehouses, workshops and open storage uses; and vacant land covered by vegetation and hard-paving
<b>Suitability for Relocation</b>	<u>Not suitable</u> for relocation: <ul style="list-style-type: none"> <li>- Tree felling is required</li> <li>- Not compatible with the surrounding area</li> <li>- Land is expected to be resumed for the STT development</li> <li>- Remote location</li> </ul>	<u>Not suitable</u> for relocation: <ul style="list-style-type: none"> <li>- Active agricultural activities in the vicinity</li> <li>- Tree felling is required</li> <li>- Not compatible with the surrounding area</li> </ul>	<u>Not suitable</u> for relocation: <ul style="list-style-type: none"> <li>- Much larger than the original premises</li> <li>- Within the closed area</li> <li>- Falls within the "CA (1)" zone</li> <li>- Narrow roads nearby, unfriendly for larger vehicles</li> <li>- Not compatible with surrounding area</li> </ul>	<u>Not suitable</u> for relocation: <ul style="list-style-type: none"> <li>- much larger than the original premises</li> <li>- within the "GB" zone</li> <li>- not compatible with the surrounding area</li> </ul>	<u>Not suitable</u> for relocation: <ul style="list-style-type: none"> <li>- In close proximity to residential uses</li> <li>- Tree felling is required</li> <li>- Not compatible with the surrounding area</li> </ul>	<u>Suitable</u> for relocation: <ul style="list-style-type: none"> <li>- No active agricultural activities</li> <li>- Not incompatible with the surrounding area</li> <li>- Assessible from public road</li> <li>- In close proximity from the original premise and Border Control Points</li> </ul>