



**LCH Planning and Development
Consultants Limited**

**Temporary Warehouse (Excluding Dangerous Goods Godown)
with Ancillary Facilities and Associated Filling of Land for a
Period of 3 Years at Lot Nos. 3719 S.J ss.1 S.A RP, 3719 S.J ss.2 RP,
3719 S.J ss.4 RP, 3719 S.J RP, 3719 S.Q ss.1 S.C RP in D.D. 104 and
Adjoining Government Land, Pok Wai, Yuen Long, N.T.**

Planning Assessment Report

Prepared by
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Report : Version 1.0



LCH Planning and Development Consultants Limited

Executive Summary

(in case of discrepancy between English and Chinese versions, English version shall prevail)

This Application is submitted to the Town Planning Board (“**the Board**”) under Section 16 of the Town Planning Ordinance (“**the Ordinance**”) for a temporary warehouse (excluding dangerous goods godown) with ancillary facilities and associated filling of land for a period of 3 years (“**the Development**”) at Lot Nos. 3719 S.J ss.1 S.A RP, 3719 S.J ss.2 RP, 3719 S.J ss.4 RP, 3719 S.J RP, 3719 S.Q in D.D. 104 and adjoining Government land at Pok Wai, Yuen Long, New Territories (“**the Application Site**”).

The Application Site falls within an area zoned “Other Specified Uses” annotated “Comprehensive Development to include Wetland Restoration Area” (“**OU(CDWRA)**”) on the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/12 (“**the OZP**”). There has been no material change in the use of the Site since that time, and it has consistently been utilised for warehouse purpose. Approval of this application on temporary basis would not jeopardize the long-term planning intention of the “OU(CDWRA)” zone.

This Application aims to support the anticipated growth in logistics demand and the need for high-quality logistics sites and infrastructure. Recent policy initiatives, including the Chief Executive’s 2025 Policy Address, the Action Plan on Modern Logistics Development, and the Action Plan on Maritime and Port Development Strategy, all demonstrate a clear policy direction to expand modern logistics capacity, promote high-end facilities, improve cargo-handling efficiency, strengthen multimodal connectivity, and advance smart, green and sustainable logistics operations. Hence, the Development would help meet the policy need by providing a properly managed warehouse and storage facility to support Hong Kong’s wider objectives of reinforcing its role as an international logistics hub, enhancing port and maritime competitiveness, improving supply-chain efficiency, and promoting modern logistics services.

Similar applications within the same “OU(CDWRA)” zone in the vicinity have been considered and approved, and the Development is not anticipated to result in any adverse traffic, visual, landscape, drainage or environmental impacts.

In view of the above justifications, we would sincerely seek the favourable consideration of the Board to approve this Application.



內容摘要

(如內文與其英文版本有差異，則以英文版本為準)

本規劃申請根據《城市規劃條例》第 16 條，就在新界元朗壆圍丈量約份第 104 約地段第 3719 號 S.J 分段第 1 小分段 A 段餘段、第 3719 號 S.J 分段第 2 小分段餘段、第 3719 號 S.J 分段第 4 小分段餘段、第 3719 號 S.J 分段餘段及第 3719 號 S.Q，以及毗鄰政府土地（「申請地點」）向城市規劃委員會（下稱「**城規會**」）申請作臨時貨倉（危險品倉庫除外）連附屬設施及相關填土工程，為期 3 年（下稱「**發展**」）。

申請地點現時位於《南生圍分區計劃大綱核准圖編號 S/YL-NSW/12》（下稱「**大綱圖**」）上劃作為「其他指定用途」註明「綜合發展包括濕地修復區」地帶。申請地點的用途並無實質改變，並一直持續用作貨倉用途。鑑於該用途具持續性，且其性質並無任何實質改變，現有用途應被視為城規條例下可予容忍的「現有用途」。臨時批准本申請不會損害「其他指定用途」註明「綜合發展包括濕地修復區」地帶的長遠規劃意向。

本申請旨在配合物流需求的預期增長，以及對優質物流用地及基礎設施的需要。近期的政策措施，包括行政長官 2025 年《施政報告》、《現代物流發展行動綱領》及《海運及港口發展策略行動綱領》，均清楚顯示政府的政策方向為擴大現代物流容量、推動高端設施、提升貨物處理效率、加強多式聯運連繫，以及推進智慧、綠色及可持續的物流營運。因此，這發展將透過提供一個妥善管理的貨倉及貯物設施，以滿足上述政策需要。這發展亦將支持香港更廣泛的目標，包括鞏固其作為國際物流樞紐的角色、提升港口及海運競爭力、改善供應鏈效率，以及推動現代物流服務。

同區內位於「其他指定用途」註明「綜合發展包括濕地修復區」地帶的同類申請亦曾獲考慮及批准。這發展不會對交通、視覺、景觀、排水及環境方面造成不良影響。

鑒於以上提出的依據，我們真誠地尋求城規會批准該申請。



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1 INTRODUCTION

1.1 The Application

- 1.1.1 We are commissioned by the Land Owner to prepare and submit on its behalf this planning application for temporary warehouse (excluding dangerous goods godown) with ancillary facilities and associated filling of land situated at Lot Nos. 3719 S.J ss.1 S.A RP, 3719 S.J ss.2 RP, 3719 S.J ss.4 RP, 3719 S.J RP and 3719 S.Q ss.1 S.C RP in D.D. 104 and adjoining Government land, Pok Wai, Yuen Long, New Territories (**Figure 1**) ("**Site**") for a period of 3 years ("**Development**") to the Town Planning Board ("**Board**") under Section 16 of the Town Planning Ordinance ("**the Ordinance**").
- 1.1.2 The Site falls within an area of "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" ("**OU(CDWRA)**") zone on the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/12 ("**the OZP**") (**Figure 5**).
- 1.1.3 The existing warehouse use is deemed permissible and does not require any planning approvals from the Board under the Town Planning Ordinance ("**TPO**") as the current use exists prior to the first publication of the Nam Sang Wai Interim Development Permission Area Plan No. IDPA/YL-NSW/1 on 17 August 1990. There has been no substantial change in the intended use and development of the Site, which remains for warehouse purposes.
- 1.1.4 The subject Government land was previously resumed from the land owner and has remained vacant after completion of related government works. Its incorporation would provide better use of carparking spaces to manoeuvre within the Site for ingress and egress, thereby improving the overall internal circulation. No structure would be enacted on the subject Government land.
- 1.1.5 Hence, while the current warehouse use at the Site is regarded as an existing use, planning permission is required for the proposed incorporation of a small parcel of adjoining Government land, and the proposed increase in height of existing structures.



2 THE SITE AND DEVELOPMENT PROPOSAL

2.1 Current Condition of the Site

- 2.1.1 The Site covers an area of about 9,280 square metres ("sq. m."). The Site is currently used as warehouse purposes. The Application Site is hard paved and currently consists of 8 structures. The largest warehouse structure, which includes a rain shelter above the loading and unloading bays, as well as a site office, is primarily used for warehouse purposes. Ancillary facilities such as a guard house and a meter-room are situated near the south-east entrance, while a water tank for fire service installations and a staff rest room are located near the exit of the Application Site.
- 2.1.2 Along the southern boundary of the site, there are designated parking spaces for visitors, accommodating up to three private vehicles. Adjacent to the warehouse, there are a total of 12 loading/unloading bays specifically designed for container vehicles and 5 parking spaces for private vehicles. The loading platform of the warehouse is approximately 4 feet in height, allowing for convenient and direct access for loading/unloading operations of goods from the container vehicles. Visual references of this setup can be found in the provided photos below.



Diagram 1 Overview of the Application Site

- 2.1.3 The Site has direct access to Kam Pok Road West. The site is situated at the northeast of Kam Pok Road West and northwest of Yau Pok Road.
- 2.1.4 **Figure 1** illustrates the location of the Site and its immediate vicinity, with **Figure 2** illustrates the site plan.

2.2 Site History

- 2.2.1 The Site has been built as a covered warehouse structure. It is important to note that the purpose of warehouse has remained consistent throughout the entire duration.

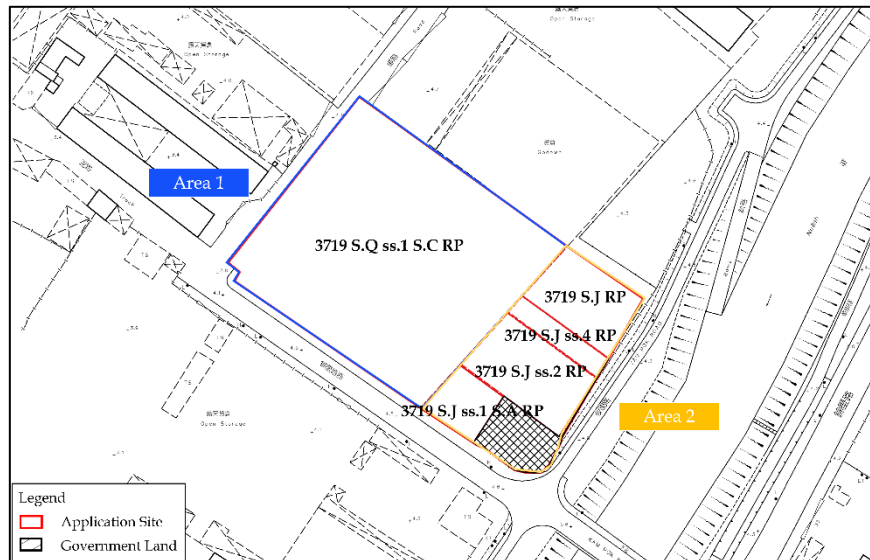
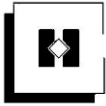


Diagram 2 Identification Plan showing Area 1 and Area 2

Lands Resumption for part of the lots in Area 2 in 1999

- 2.2.2 On 10 June 1999, a portion of Lots 3719 S.J ss.2 RP, 3719 S.J ss.4 RP and 3719 S.J RP in D.D. 104 were resumed by the Government under GN3320 for the purpose of constructing the Yuen Long and Kam Tin Main Drainage Channels (MDC), as well as the Ngau Tam Mei MDC. The subject Government land is affected in this land resumption exercise.

Lands Resumption for part of the lots in Area 1 in 2009

- 2.2.3 Portion of the lands of two of the Subject Lots which are 3719 S.Q ss.1 S.C RP and 3719 S.J ss.1 S.A RP were resumed in 2009 by the government under Roads (Works, Use and Compensation) Ordinance (Chapter 370) in Public Works Programme Item 6829 – Improvement and Extension of Kam Pok Road.

Completion of Kam Pok Road West in 2013

- 2.2.4 In August 2013, the public work project referred to as PWP Item 6829 - Improvement and Extension of Kam Pok Road was successfully completed.
- 2.2.5 Since the land resumption exercise, no further action has been undertaken on the subject Government land. This portion has remained vacant for years and has not been properly maintained, giving rise to potential hygiene and environmental nuisance concerns. Hence, the Applicant would like to use that vacant land previously resumed by the government for the Development.

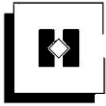


Diagram 3 Aerial Photo No. A26360 taken on 16 July 1991



Diagram 4 Aerial Photo No. CS04082 taken on 25 December 2006

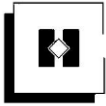


Diagram 5 Aerial Photo No. E174300C taken on 19 August 2022

2.3 Land Status

- 2.3.1 The Site comprises the Lot Nos. 3719 S.J ss.1 S.A RP, 3719 S.J ss.2 RP, 3719 S.J ss.4 RP, 3719 S.J RP and 3719 S.Q ss.1 S.C RP in Demarcation District 104 (“**Subject Lots**”) and adjoining Government land (**Figure 3**).
- 2.3.2 There is a valid short term waiver on the Application Site permitting the





loading, unloading and distribution activities, while minimising travel time and logistical constraints. Adequate public transport provision also supports workforce accessibility. The overall accessibility of the Site is therefore considered suitable for sustaining the current warehouse operations.

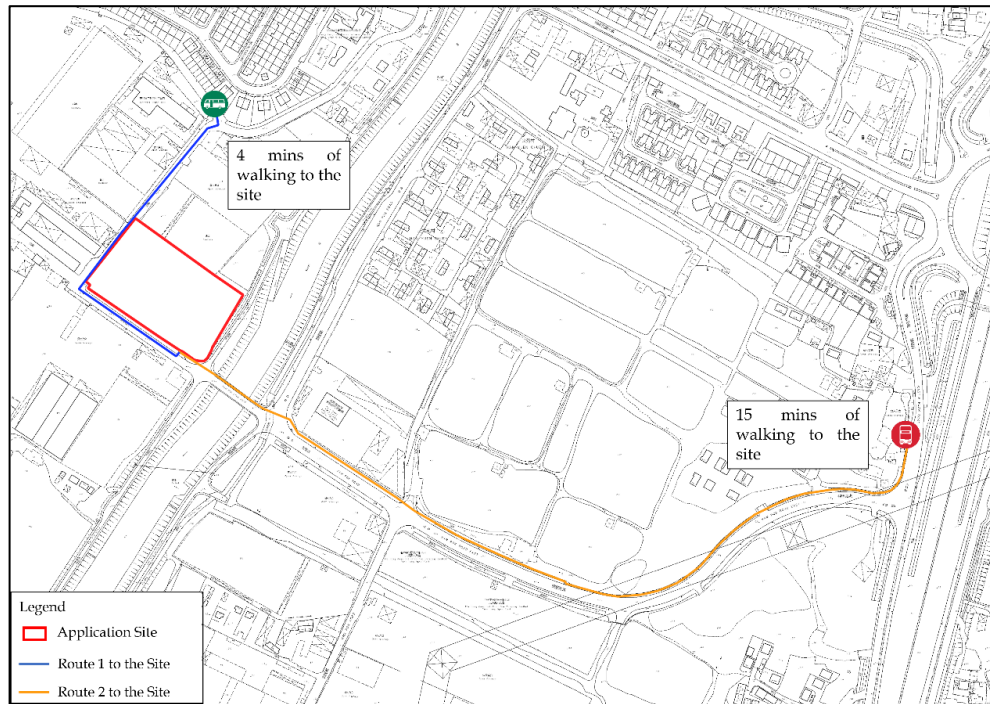


Diagram 7 Accessibility of the Application Site

- 2.5.3 The Site is located at the east edge of Pok Wai, with warehouses and open storage surrounding the site. The run-in and out is located at the southwestern boundary of the Applications Site, and the site is accessible from Kam Pok Road West connecting to the San Tin Highway.

2.6 Lok Ma Chau Boundary Control Point

- 2.6.1 The Lok Ma Chau Boundary Control Point (“**LMCBCP**”) has served as a critical facilitator of cargo transportation since its establishment in December 1989. Initially dedicated to cargo trucks, it played a pivotal role in ensuring the smooth flow of goods across the border. Subsequently, in August 1991, the LMCBCP expanded its operations to encompass passenger services, further solidifying its position as a prominent transportation hub. With its efficient operations and robust infrastructure, the LMCBCP demonstrates its capacity to handle an impressive volume of 32,000 vehicle trips daily¹, underscoring its significance as a key gateway for trade and travel between Hong Kong and the Mainland.

¹ The boundary control point at Lok Ma Chau, source: <https://www.tlb.gov.hk/tc/policy/transport/issues/cbt.html>



- 2.6.2 The advantageous proximity of the Site to the LMCBCP offers numerous benefits. The short distance between the two locations enables quick and convenient transportation, resulting in a mere 10-minute travel time. This close proximity not only minimizes transit time but also optimizes the movement of goods, thereby enhancing overall logistical efficiency within the region. **Figure 5** illustrates the accessibility.
- 2.6.3 Building upon the logistical efficiency derived from the close proximity to the LMCBCP, increasing the height of the warehouse structure becomes a catalyst for economic development. By accommodating a larger volume of goods and inventory within the existing footprint, the warehouse becomes better equipped to support increased trade and commerce. This, in turn, fosters the growth of local businesses, generates job opportunities, and stimulates economic prosperity within the region.

2.7 The Development

- 2.7.1 The Site covers an area of about 9,280 sq.m.

Development Parameters	Existing Use (permitted under short-term wavier)	The Development in this Application	Changes
Site Area	About 8,810 sq.m.	About 9,280 sq.m (including 470 sq.m of Government land)	+470 sq.m
Covered Area	Not more than 7,086.5 sq.m	Not more than 7,086.5 sq.m	Nil
Permitted Maximum Storey of Structure	2 storeys	2 storeys	Nil
Permitted Maximum Height of Structure	8.8 meters	15 meters	+6.2 meters
Permitted Maximum Site Coverage	Not more than 7,086.5 sq.m	Not more than 7,086.5 sq.m	Nil
Nos. of Car Parking Spaces	Total: 17	Total: 17	Nil
- Private Vehicle	5	5	Nil
- Container Vehicle	12	12	Nil

- 2.7.2 The indicative layout plan of the Development is shown in **Figure 4**.
- 2.7.3 No further development has been undertaken on the subject Government land since the land resumption exercises. The concerned Government land has remained vacant and idle for many years without proper upkeep or active management. The Development would therefore make more efficient and beneficial use of this long-vacant portion of land previously resumed by the Government, while allowing the site to be properly managed, maintained and integrated with the adjoining development.



Filling of Land

- 2.7.4 The proposed land filling on the subject Government land, with an area of 470 sq.m and a concrete depth of less than 0.3 meters, would prevent flooding and provide suitable area for the vehicles to manoeuvring (See **Figure 7**).

Operation Arrangement

- 2.7.5 The proposed operation hours of the warehouse are from 8am to 8pm, Monday to Sunday (including Public Holidays), which is similar to the existing operation.



3 PLANNING ASSESSMENT

3.1 Statutory Planning Context

- 3.1.1 The Site falls within an area designated as “Other Specified Uses” annotated “Comprehensive Development to include Wetland Restoration Area” (“OU(CDWRA)”) zone on the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/12 (“the OZP”) (**Figure 6**).
- 3.1.2 The majority of the Application Site, except the subject Government land portion, has been used for warehouse purposes which is considered as an “Existing Use”.
- 3.1.3 According to the covering Notes of OZP, excepted in areas zoned “Conservation Area” or “Other Specified Uses” annotated “Comprehensive Development and Wetland Enhancement Area”, temporary uses for open storage and port back-up purposes or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years.
- 3.1.4 The Notes of the OZP for “OU(CDWRA)” zone state that 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 shall not be undertaken without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance, except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works.
- 3.1.5 Planning permission is thus required for the Development.



Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Lot Nos. 3719 S.J ss.1 S.A RP, 3719 S.J ss.2 RP, 3719 S.J ss.4 RP, 3719 S.J RP, 3719 S.Q ss.1 S.C RP in D.D. 104 and Adjoining Government Land, Pok Wai, Yuen Long, N.T.

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- 14 -		S/YL-NSW/12	- 15 -		S/YL-NSW/12
OTHER SPECIFIED USES (Cont'd)			OTHER SPECIFIED USES (Cont'd)		
Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board		For "Comprehensive Development to include Wetland Restoration Area" and "Comprehensive Development to include Wetland Restoration Area (1)" only (Cont'd)		
For "Comprehensive Development to include Wetland Restoration Area" and "Comprehensive Development to include Wetland Restoration Area (1)" only			Remarks		
Agricultural Use Barbecue Spot Field Study/Education/Visitor Centre Nature Trail On-Farm Domestic Structure Picnic Area Religious Institution (Ancestral Hall only) Rural Committee/Village Office	Eating Place # Flat Golf Course Government Refuse Collection Point # Government Use (not elsewhere specified) # Holiday Camp Hotel House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) # Nature Reserve Place of Recreation, Sports or Culture Private Club Public Clinic # Public Convenience # Public Transport Terminus or Station Public Utility Installation # Religious Institution (not elsewhere specified) Residential Institution School # Shop and Services # Social Welfare Facility # Tent Camping Ground # Theme Park Utility Installation for Private Project Wetland Habitat Zoo		(a)	Application for permission of use or development, except as otherwise specified in paragraph (c) below, shall be in the form of a comprehensive development scheme to include wetland restoration proposal. An applicant shall prepare a layout plan and other documents showing the following information for consideration of the Town Planning Board:	
			(i)	the proposed land uses, development parameters, the nature, position and heights of all buildings to be erected in the area;	
			(ii)	a wetland restoration and/or creation scheme, including its detailed design, wetland buffer proposals, a long-term maintenance and management plan, and monitoring and implementation mechanism;	
			(iii)	an environmental impact study report, including but not limiting to an ecological impact assessment and a visual impact assessment, to examine any possible environmental, ecological and visual problems that may be caused to or by the proposed development or redevelopment during construction and after completion and the proposed mitigation measures to tackle them;	
			(iv)	landscape proposals;	
			(v)	a traffic impact study report to examine any possible traffic problems that may be caused by the proposed development or redevelopment and the proposed measures to tackle them;	
			(vi)	a drainage and sewerage impact study report to examine any possible flooding, drainage, sewerage and associated problems that may be caused to or by the proposed development or redevelopment and the proposed mitigation measures to tackle them;	
			(vii)	programming, phasing and implementation schedule of each component of the proposed development or redevelopment (including the wetland restoration and/or creation scheme); and	
			(viii)	such other information as may be required by the Town Planning Board.	
			(b)	Any application for permission of use or development on the "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" ("OU(CDWRA)") zone to the north of Shan Pui Road, except as otherwise specified in paragraph (c) below, should be in the form of a layout plan covering the whole zone.	
Planning Intention This zone is intended to provide incentive for the restoration of degraded wetlands adjoining existing fish ponds through comprehensive residential and/or recreational development to include wetland restoration area. It is also intended to phase out existing sporadic open storage and port back-up uses on degraded wetlands. Any new building should be located farthest away from Deep Bay.					
(Please see next page)			(Please see next page)		

- 16 -		S/YL-NSW/12
OTHER SPECIFIED USES (Cont'd)		
For "Comprehensive Development to include Wetland Restoration Area" and "Comprehensive Development to include Wetland Restoration Area (1)" only (Cont'd)		
Remarks (Cont'd)		
(c)	For application for uses annotated with #, if developed individually and not forming part of a comprehensive development scheme, the requirement of the provision of wetland restoration proposal and the submission of layout plan as required under paragraph (a) above may be exempted.	
(d)	On land designated "OU(CDWRA)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to a 'New Territories Exempted House') shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.4 and a maximum building height of 6 storeys including car park, or the plot ratio and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.	
(e)	On land designated "OU(CDWRA)(1)", no new development, or addition, alteration, and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.55 and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.	
(f)	Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions as stated in paragraphs (d) and (e) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.	
(g)	In determining the maximum plot ratio for the purposes of paragraphs (d) and (e) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.	
(h)	Any filling of land/pond or excavation of land, including that to effect a change of use of any of those specified in Columns 1 and 2 above or the uses or development 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 interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.	
(Please see next page)		

Diagram 8 Extract of OZP No. S/YL-NSW/12
(Source: Town Planning Board, HKSAR Government)



3.2 Town Planning Board Planning Guideline

Town Planning Board Planning Guideline 12C

- 3.2.1 According to the Town Planning Board Planning Guideline 12C, the Site is situated within the Wetland Buffer Area. In particular, the intention of this zone is to protect the ecological integrity of the fish ponds and wetland within the Wetland Conservation Area and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds.
- 3.2.2 According to Appendix A of TPB PG-No. 12C, temporary uses are exempted from the requirement to submit an ecological impact assessment as part of an application to the Board. Hence, the Development, being temporary in nature, is not required for an ecological impact assessment submission.

Town Planning Board Planning Guideline 13G

- 3.2.3 According to the Town Planning Board Planning Guideline 13G, the Site is situated within the Category 4 Area. While the Application Site is not located in close proximity to any ecologically sensitive area, the planning intention for Category 4 areas is generally to encourage the phasing out of such non-conforming uses as early as possible. Planning permission for a maximum period of 3 years may be allowed for an applicant to identify suitable sites for relocation.
- 3.2.4 Notwithstanding the above, sympathetic consideration may be given to applications where there are no adverse comments from relevant Government departments and no significant local objections. In this regard, favourable consideration could be offered where the Applicant demonstrates genuine efforts in complying with approval conditions of the planning permissions, and where relevant technical assessments and/or proposals are included in the current submission, if required, to demonstrate that the Development would not result in adverse drainage, traffic, visual, landscape or environmental impacts on the surrounding areas.

3.3 Precedent Approved Planning Applications in the Vicinity

- 3.3.1 Similar Planning Applications Nos. A/YL-NSW/344 and A/YL-NSW/346 in the vicinity were approved in 2025 for proposed temporary warehouse use (excluding dangerous goods godown) with ancillary facilities and associated filling of land and pond for a period of three years. They have plot ratios of 1.3 and 0.47, and building heights not exceeding 13m and 8.5m, respectively. The Development has similar development parameters. Thus, these planning approvals indicate strong planning precedent and support the view that the current proposal is not incompatible with the prevailing planning context, subject to appropriate mitigation measures and approval conditions.



Diagrams 9 and 10 Previous Approved Similar Applications in the Vicinity
(Source: Town Planning Board)

Application No.	Proposed use	Building Height	Plot Ratio	Decision Date	Decision
A/YL-NSW/344	Proposed Temporary Warehouse (excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years	7 - 13 m (not more than 1-2 storeys)	1.3	2/5/2025	Approved with condition(s) on a temporary basis
A/YL-NSW/346	Proposed Temporary Warehouse (excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years	6 - 8.5 m (1 storey)	0.47	2/5/2025	Approved with condition(s) on a temporary basis



3.4 Drainage Consideration

- 3.4.1 The Development seeks to extend the height of existing warehouse structure from 8.8m to not more than 15m. It is intended solely to accommodate a larger storage capacity for goods, without resulting in additional drainage consumption. The existing use at the Site has been in operation for a considerable period, during which no flooding incidents have been reported. Hence, the existing drainage channel deemed to have sufficient capacity to accommodate surface runoff from both the Development and adjacent areas. No complaint of flooding has been received so far. Refer to **Figure 8** for the existing drainage plan.
- 3.4.2 While the incorporation of adjoining Government land and associated land filling may potentially increase surface runoff, this effect is not expected to give rise to adverse drainage impacts. The Proposed Development would continue to be used solely for warehouse purposes, which inherently generates minimal additional runoff. Considering the adequacy of the existing channel design, the Development is expected to have no detrimental effects on drainage. As a result, there is no anticipated adverse drainage impact.

3.5 Traffic Consideration

- 3.5.1 No change is made to the current layout within the Site which comprises a total of 12 container vehicle loading/unloading bays and 5 parking spaces for private vehicles, with two ingress/egress points of 11m wide and 9.7m wide, respectively. Increasing the height of the existing warehouse for accommodating a larger storage capacity for goods is expected to lead to a higher volume of traffic flow. However, it is important to note that the Site already possesses an adequate number of loading/unloading bays to manage the anticipated increase in traffic.
- 3.5.2 Incorporation of adjoining Government land will not change the current building layout of the Site and development intensity. Thus, there are no anticipated adverse traffic impacts resulting from the development. The existing loading/unloading bays are well equipped to handle the expected rise in traffic flow. This ensures that the overall traffic circulation within and around the Site will not be significantly affected by the proposed building extension.

3.6 Ecological Consideration

- 3.6.1 According to the Town Planning Board Planning Guideline 12C, the Site situated within the Wetland Buffer Area. The temporary uses fall within the list of uses exempted from submission of an Ecological Impact Assessment under Appendix A. Besides, the Site has been utilized for warehouse purposes since 1981. It is expected that there is no adverse impact on ecological aspect.



- 3.6.2 Considering the intended use is solely for warehouse purposes, the Development is not anticipated to have any detrimental effects or pollution on the nearby area. It is expected that there is no adverse impact on ecological aspect.
- 3.6.3 The incorporation of the adjoining Government land is solely intended to improve internal circulation and manoeuvring space within the Site. No change to the existing warehouse use is proposed, and no additional ecological-sensitive activities will be introduced. The adjoining Government land will form part of the paved circulation area only and will not involve any direct impact on wetland habitats. Therefore, the inclusion of the adjoining Government land is not anticipated to result in any adverse ecological impact.

3.7 Landscape Consideration

- 3.7.1 The whole of Site has been paved before 1990 and utilized for warehouse purposes for long period of time. There is currently no landscape resource on the Site. Upon the completion of Development, there is no adverse impact on the landscape perspective.
- 3.7.2 Since the land resumption exercises in 1999 and 2009, no follow-up action has been taken onto the adjoining Government land. It has therefore remained vacant, underutilised and largely unmanaged for a long period, with limited maintenance and no meaningful landscape function. Such a condition is not conducive to the visual amenity or environmental quality of the surrounding area, and may give rise to potential hygiene and environmental concerns arising from unmanaged vegetation, surface deterioration, accumulation of refuse and general site neglect.
- 3.7.3 Incorporation of adjoining Government land would enhance the existing landscape condition. By replacing a vacant and poorly maintained residual land parcel with an orderly, paved and properly managed circulation area, the Development would allow the area to be properly formed, surfaced and managed as part of the overall site.

3.8 Environmental Consideration

- 3.8.1 The Applicant will follow the relevant mitigation measures and requirements in the latest *"Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites"* to minimize any potential environmental impact. No adverse environmental impact is anticipated.

3.9 Visual Compatibility

- 3.9.1 The Site is situated in area surrounded by open storage, warehouses, temporary structures, domestic structures, village type houses and vacant land. The existing use and the proposed building extension are considered compatible with the surrounding development context. No trees are identified within the current Site, however, short grass is found on the



adjoining Government land within the Application Site boundary. Such vegetation is of low visual and landscape sensitivity.

- 3.9.2 The visual compatibility is considered satisfactory. The structures are compatible with the surrounding character.

3.10 Fire Safety Consideration

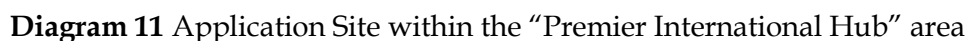
- 3.10.1 The latest “Fire Safety Requirements for Temporary Storage and Structure under Planning Application, Short Term Tenancy and Short Term Waiver” as revised by the Fire Services Department in 2025 is observed and will be followed. It is anticipated that the construction and operation of the temporary warehouse will not have fire safety concerns with provision of fire services installation.

3.11 Cumulative Impact

- 3.11.1 It is anticipated that there will be no cumulative impact on the environmental, traffic, drainage and visual and landscape aspect. Thus, no cumulative impact is expected from this application.



4.1.1 According to the latest “Hong Kong Major Transport Infrastructure Development Blueprint” published by the Transport and Logistics Bureau on 12 December 2023, the Site falls within the “Premier International Hub” area and the “Northern Metropolis” area. These areas are strategically designated to meet the commuting demands of the public and visitors, as well as to support the Hong Kong’s development objectives by fostering cross-boundary integration with the Mainland, particularly with other cities in the Greater Bay Area, and establishing global connections. Numerous transport infrastructures are currently being planned, designed, and constructed in these areas. In light of the anticipated expansion of supporting infrastructure and the corresponding increase in logistics demand, it is considered both reasonable and necessary to optimise development intensity, including increasing storage capacity. Furthermore, recent Government initiatives promoting more land-efficient logistics developments, together with the modernisation and upgrading of existing storage facilities, underscore the growing demand for high-quality logistics sites and supporting infrastructure. The Government’s launch of the Future Innovative Logistics Acceleration Scheme (FILAS) in June 2026 further demonstrates the clear policy direction towards digitalisation, modernisation and efficiency enhancement within the logistics industry.





and the “Northern Metropolis” area

4.1.2 The Government has also repeatedly recognised the strategic importance of the logistics industry to Hong Kong’s economy and its role in maintaining Hong Kong’s status as an international logistics hub, international maritime centre and regional cargo gateway. Recent policy initiatives, including the **Chief Executive’s 2025 Policy Address, the Action Plan on Modern Logistics Development, and the Action Plan on Maritime and Port Development Strategy**, all point to a clear policy direction of increasing modern logistics capacity, promoting high-end logistics facilities, enhancing cargo-handling efficiency, strengthening multimodal connectivity, and developing smart, green and sustainable logistics operations. In particular, the Government has confirmed that there is a shortage of suitable logistics land and has taken active steps to release new logistics sites and plan modern logistics clusters.

4.1.3 Hence, against the above policy background, the Development is in line with the Government’s broader objective of strengthening Hong Kong’s role as a premier international logistics hub. The proposed enhancement of the existing warehouse use would not only make more efficient use of land resources, but also support the evolving operational needs of the logistics sector in response to increasing cross-boundary and international connectivity.

4.2 Exceptional Circumstances for a Category 4 Site

4.2.1 While it is acknowledged that the application site falls within a Category 4 area under TPB PG-No. 13G, the present application is supported by exceptional circumstances. The development is not for an uncontrolled or high-impact open storage use, but for a managed warehouse and storage facility serving genuine logistics needs. The existing warehouse use is supported by relevant Government policy directions on modern logistics, maritime and port development, and will be subject to strict operational controls and technical mitigation measures to ensure that no adverse impacts will be caused to the surrounding area.

4.2.2 The proposed incorporation of the adjoining Government land is minor in nature and is intended solely to improve internal circulation and manoeuvring. It would not result in any material change to the existing layout, operation or nature of the development. Similarly, the proposed height extension is a vertical improvement and would not enlarge the physical footprint of the warehouse. No adverse impact is anticipated from the Development.

4.2.3 The application is made on a temporary basis. The existing warehouse use at the Site has been in operation for long period of time and has continued over a long period without material change of use, indicating that it is not incompatible with the surrounding context or the planning intention of the area. The Applicant is willing to implement mitigation measures and comply with the approval conditions, if there is any, upon planning approval granted



by the Board. In view of the exceptional circumstances, genuine operational need and low-impact nature of the use, sympathetic consideration by the Town Planning Board is respectfully requested.

4.3 “No-Net-Loss in Wetland” Principle

4.3.1 It is important to clarify that our intention is not to harm the wetland or impose adverse environmental effects. Instead, our aim is to increase the height restriction while avoiding any additional negative impacts on the environment.

4.3.2 The existing warehouse has already been constructed and occupies a specific area. The proposed vertical expansion would not result in an expansion of the warehouse's physical footprint. The integration of the adjoining Government land is intended to optimise land use by providing additional internal manoeuvring space for the vehicles. Therefore, it would not encroach further into the wetland or cause additional disturbance to its habitats. Besides, the proposed building extension would not, in itself, change the nature of the existing warehouse operation or introduce new activities that would generate additional pollution or environmental nuisance.

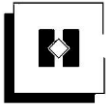
4.4 Would Not Jeopardize the Long-term Planning Intention

4.4.1 The Development is temporary in nature. It would not jeopardize the long-term planning intention of the “OU(CDWRA)” zone. The temporary use for a period of 3 years also conforms to the covering Notes of the OZP. The Application Site falls completely within the “OU(CDWRA)” zone, however, it should be recognised that the existing use at the Site has been in continuous operation for long period of time. The Site has therefore long been formed, disturbed and occupied for storage-related activities. The continuation of the existing temporary use, together with the proposed minor building extension, would not result in the loss of an existing wetland habitat, nor would it materially reduce the ecological value of the wider wetland system. The Development would not jeopardize the long-term planning intention of the “OU(CDWRA)” zone.

4.5 Concentrated Storage with Proper Fire Services Equipment and Drainage Facilities

4.5.1 The warehouse facility located at the Application Site is equipped with a reliable sprinkler system, ensuring the presence of effective fire safety measures. Furthermore, appropriate drainage facilities have been constructed to efficiently direct surface runoff towards nearby public drains. Refer to **Figure 8** for the existing drainage plan.

4.5.2 In contrast to the scattered storage practices observed in 1990, the concentration of storage activities within a single covered structure brings about several environmental benefits. Notably, this consolidation helps prevent noise and dust emissions from affecting the surrounding areas. By



centralizing the storage operations, the site contributes to a cleaner and quieter environment, reducing potential disturbances in the nearby vicinity.

4.6 Local Community Support

- 4.6.1 The previous short term waiver applications for the Site received significant support from the local community. Numerous letters of support were submitted with the previous short term waiver applications, demonstrating the endorsement of village representatives from nearby communities. This indicates that the warehouse use of the Site provides valuable benefits to the surrounding community. Besides, the Development will not only contribute to the economic growth and development of the community but also generate employment opportunities for the local population by expanding the storage capacity and the logistics capabilities.

4.7 Situated at a Convenient Location next to LMCBCP

- 4.7.1 The Site enjoys a highly advantageous location, positioned within a mere 10-minute drive from the LMCBCP. This proximity provides exceptional convenience for logistical operations. The strategic placement of the Site in such close proximity to the LMCBCP significantly reduces transportation time and costs, facilitating efficient movement of goods and resources. This advantageous position not only enhances the convenience of operations but also contributes to streamlining supply chains and optimizing overall logistics processes. The Site's convenient location serves as a valuable asset for businesses and further reinforces its suitability for various logistical purposes.

4.8 Supported by Similar Approved Applications in the Vicinity

- 4.8.1 Two recent planning approvals have been identified at the adjoining site under Application Nos. A/YL-NSW/344 and A/YL-NSW/346, which were approved with conditions by the Town Planning Board in 2025 for proposed temporary warehouse (excluding dangerous goods godown), with ancillary facilities and associated filling of land and pond for a period of three years. These approvals are directly relevant to the present application because they demonstrate that temporary warehouse uses of similar nature and development intensity have recently been considered acceptable by the Town Planning Board in the immediate locality, subject to appropriate planning controls and mitigation measures. The Development follows the same planning approach. It is noted that the approved applications have plot ratios of 1.3 and 0.47, with building heights not exceeding 13m and 8.5m respectively. The Development has similar development parameters. Thus, it would not be incompatible with the established and recently accepted planning context of the surrounding area. It will be operated in a controlled manner, with appropriate mitigation measures to ensure that no adverse traffic, drainage, environmental, landscape, visual or fire safety impacts would arise.



4.8.2 Approval of this planning application would not set an undesirable precedent, but would be in line with the recent government policies as well as Board's recent decision for a similar warehouse development in the immediate locality.

4.9 Compatible with the Surrounding Development with No Adverse Visual and Landscape Impact

4.9.1 The Development is visually compatible with the surrounding environment, which is mainly composed of open storage, warehouses, temporary structures, domestic structures, village type houses. There is no change to the rural village landscape and wetland characters as well. No adverse visual and landscape impact is anticipated.

4.10 No Adverse Traffic Impact

4.10.1 The Development will not incur adverse traffic impact. The traffic volume generated by the Development is low. Therefore, it is expected that there will not be significant negative impacts regarding the safety of road users and the traffic network of the area concerned.

4.11 No Adverse Environmental Impact

4.11.1 The Development is for warehouse purpose. Any environmental polluting activities would not be permitted on the site. Moreover, the latest "Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses" issued by Environmental Protection Department will also be followed. Therefore, there will not be adverse environment impacts including noise and air quality.

4.12 No Adverse Drainage Impact

4.12.1 The existing drainage channel has sufficient capacity to accommodate surface runoff from both the Development and adjacent areas. No adverse drainage impact is anticipated.

5 CONCLUSION

5.1.1 In view of the above, we respectfully request the Board Members to give favourable consideration on this planning application.

ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (Chapter 370)

(Interpreted in accordance with the provisions of the Hong Kong Reunification Ordinance No. 110 of 1997)

(Notice under section 14)

PWP ITEM NO. 6829TH
IMPROVEMENT AND EXTENSION OF KAM POK ROAD

TAKE NOTICE that under powers delegated by the Chief Executive of the Hong Kong Special Administrative Region, the Deputy Director/Specialist, Lands Department has made an order under section 13(1) of the Roads (Works, Use and Compensation) Ordinance (Chapter 370) (hereinafter referred to as 'the Ordinance') directing that all those pieces or parcels of land in Yuen Long, New Territories known and registered in the Land Registry as:—

Lots Nos. 3577 RP (Portion), 3578 RP (Portion), 3612 (Portion), 3613 (Portion), 3614 (Portion), 3616 (Portion), 3617 RP, 3618 RP (Portion), 3618 S.B (Portion), 3665 (Portion), 3666 (Portion), 3667 S.A RP (Portion), 3667 S.B RP (Portion), 3668 RP (Portion), 3669 S.A RP (Portion), 3669 S.B (Portion), 3670 (Portion), 3671 (Portion), 3672 (Portion), 3673 (Portion), 3674 (Portion), 3677 S.A ss.1 (Portion), 3719 S.D RP (Portion), 3719 S.E (Portion), 3719 S.F RP (Portion), 3719 S.F ss.6 RP (Portion), 3719 S.J ss.1 S.A (Portion), 3719 S.L RP (Portion), 3719 S.L ss.1 (Portion), 3719 S.M (Portion), 3719 S.N (Portion), 3719 S.Q ss.1 S.C RP (Portion), 3719 S.Q ss.1 S.I (Portion), 3723 S.D RP (Portion) and 3723 S.E RP (Portion) all in Demarcation District No. 104

as shown coloured orange stippled black on the Resumption Plan No. YLM7381a annexed to the said order, which land was described in the scheme referred to in Government Notice No. 5953 published on 25 September 2009 and 2 October 2009 as rectified by corrigendum in Government Notice No. 1617 published on 19 March 2010 and 26 March 2010 with modifications as described in Government Notice No. 7030 published on 12 November 2010, 19 November 2010 and 26 November 2010 shall be resumed.

A copy of the said order and a copy of the aforesaid Resumption Plan No. YLM7381a may be inspected by members of the public, free of charge, at the following places and during the following hours when those offices are normally open to the public:—

<i>Places</i>	<i>Opening hours (except on public holidays)</i>
Central and Western District Office, Public Enquiry Service Centre, Unit 5, Ground Floor, The Center, 99 Queen's Road Central, Hong Kong	Monday to Friday 9.00 a.m. to 7.00 p.m.
Yuen Long District Office, Public Enquiry Service Centre, Ground Floor, Yuen Long District Office Building, 269 Castle Peak Road, Yuen Long, New Territories	
District Lands Office, Yuen Long, 9th Floor, Yuen Long Government Offices, No. 2 Kiu Lok Square, Yuen Long, New Territories	Monday to Friday 8.45 a.m. to 12.30 p.m. and 1.30 p.m. to 5.30 p.m.

This notice was affixed on or near the said land on 27 January 2011.

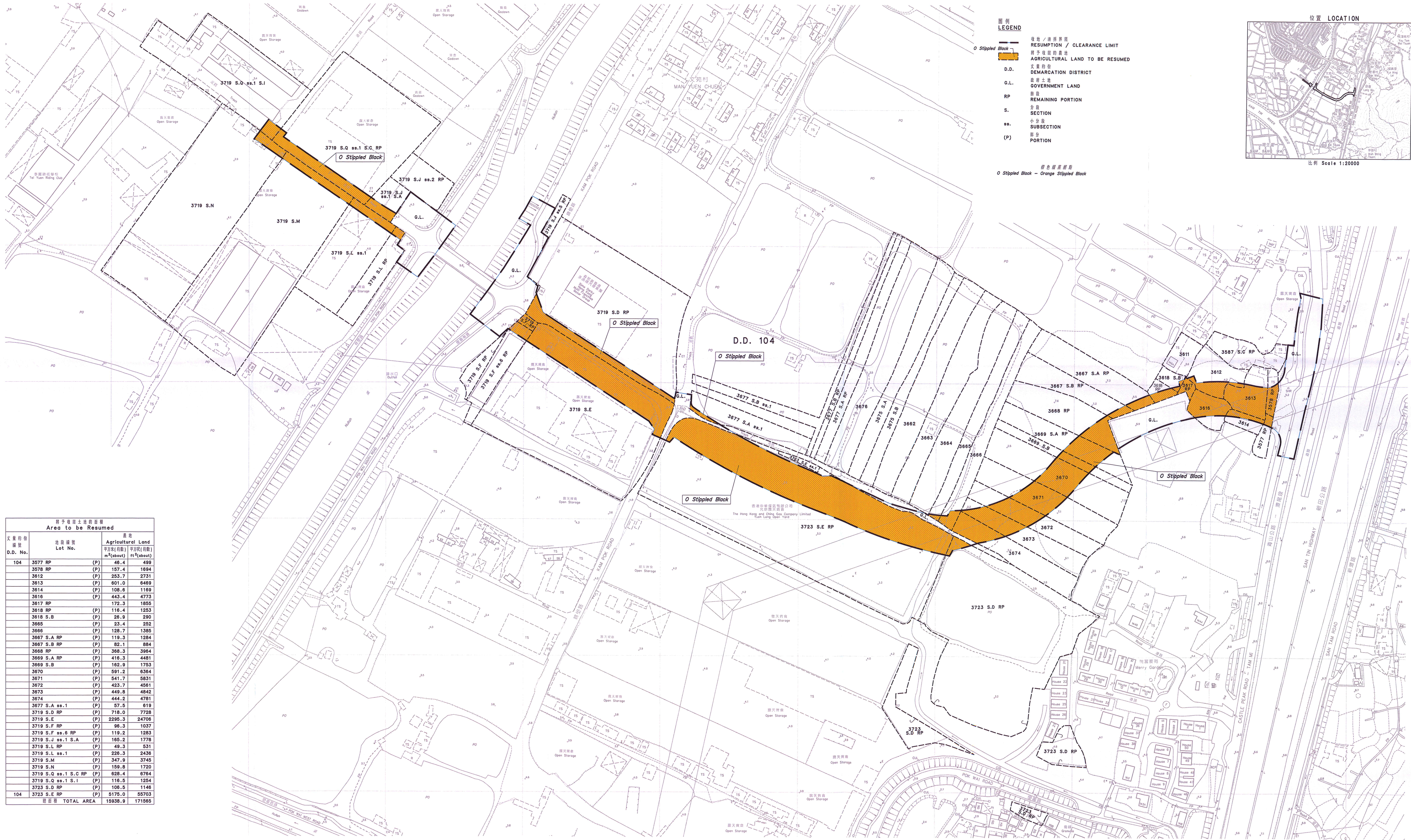
The Deputy Director/Specialist, Lands Department has under section 13(2) of the Ordinance specified a period of notice of THREE MONTHS from the day on which this notice was affixed on or near the said land and upon expiry of that period the land described above shall by virtue

of section 13(3) of the Ordinance revert to the Government of the Hong Kong Special Administrative Region for the purposes of or incidental to the works or use described in the said scheme.

Any person entitled to compensation under the Ordinance may serve a written claim upon the Secretary for Transport and Housing before the expiration of one year from the date of resumption.

27 January 2011

CHEUNG Ka-lok, Albert *District Lands Officer, Yuen Long*



附于位留土後的面積 Area to be Resumed				
不獲附償編號 D.D. No.	地段編號 Lot No.	農地 Agricultural Land		
		平方呎(約值) sq.ft.(about)	平方呎(值) sq.ft.(Exact)	
104	3577 RP	(P)	46.4	469
	3578 RP	(P)	157.4	1694
	3612	(P)	253.7	2731
	3613	(P)	601.0	6469
	3614	(P)	108.6	1169
	3616	(P)	443.4	4773
	3617 RP	(P)	172.3	1855
	3618 RP	(P)	116.4	1253
	3618 S.B	(P)	26.9	290
	3665	(P)	23.4	252
	3666	(P)	126.7	1385
	3667 S.A RP	(P)	119.3	1284
	3667 S.B RP	(P)	82.1	884
	3668 RP	(P)	366.3	3954
	3669 S.A	(P)	416.3	4481
	3669 S.B	(P)	162.9	1753
	3670	(P)	591.2	6364
	3671	(P)	541.7	5831
	3672	(P)	423.7	4561
	3673	(P)	449.8	4842
	3674	(P)	444.2	4781
	3677 S.A ss.1	(P)	57.5	619
	3719 S.D RP	(P)	718.0	7728
	3719 S.E	(P)	2295.3	24706
	3719 S.F RP	(P)	96.3	1037
	3719 S.F ss.6 RP	(P)	119.2	1283
	3719 S.F ss.1 S.A	(P)	165.2	1776
	3719 S.L RP	(P)	49.3	531
	3719 S.L ss.1	(P)	226.3	2438
	3719 S.M	(P)	347.9	3745
	3719 S.N	(P)	159.8	1720
	3719 S.Q ss.1 S.C RP	(P)	628.4	6764
	3719 S.Q ss.1 S.L	(P)	116.5	1264
	3723 S.D RP	(P)	106.5	1146
104	3723 S.E RP	(P)	5175.0	55703
	總面積 TOTAL AREA		15938.9	171565

收地圖則
道路（工程、使用及補償）條例（第370章）
工務計劃項目第6829TH號
錦學路的改善及擴建工程

RESUMPTION PLAN
ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)
PWP ITEM No. 6829TH
IMPROVEMENT AND EXTENSION OF KAM POK ROAD

只作識別用
FOR IDENTIFICATION PURPOSES ONLY

檔案編號
File No. DLOYL103/YRN/59B, DSO/YL/13/26/141

測量圖編號
Survey Sheet No. 2-SE-21A, B, C & D

工程圖編號
Engineering Drg. No. HWDYL073B-GZ0002 (路政署
(HyD))

圖則編號
PLAN No. YLM7381a

地政總署 元朗地政處
District Lands Office, Yuen Long
Lands Department
此圖由元朗測量處繪製
Plan Prepared by District Survey Office, Yuen Long

日期 Date : 13/08/2010